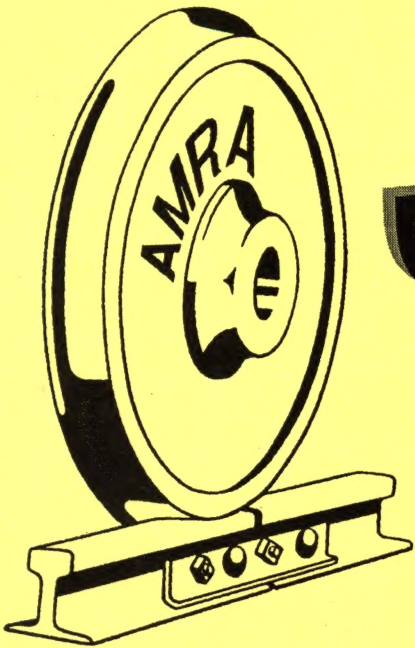


Australian Model Railway Association



JOURNAL

Print Post Approved
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Volume 45 Number 233



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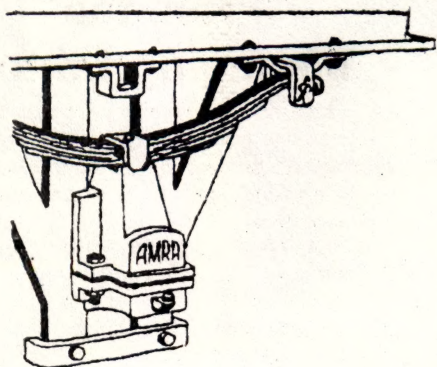
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JOURNAL BOX...

Editorial

It is with great reluctance, but of necessity, that I raise the matter of Editorial Deadlines. JOURNAL is published for the benefit and information of all members of the Association, but NOT to suit the convenience of individual members, nor, for that matter, to suit the purposes of any one component State Branch. The requirements to ensure punctual collation and distribution of JOURNAL have been set out several times in these pages.

The Managing Editor has not the time, nor indeed, is it his function, to check contributions or reports for typographical or other errors. On the other hand, the Editor has those functions as well as the responsibility for determining the suitability or accuracy of material submitted for publication, while he, alone, must accept the blame for any factual errors in JOURNAL as distributed. (This sets to one side some technical problems which have led to glitches on recent issues).

Now, to drive from my home in Mentone to Roger's in Rosanna takes at least 1½ hours in good traffic conditions (not to mention that, for the time being, some 600 miles separates us); for this reason, exchanges of material for JOURNAL, either way, must be by mail. Optimistically, this consumes three days minimum for posting, consideration or correction and return. It follows that receipt of any contribution AFTER the final deadline date, that is, after the editorial process has been put in hand, or even largely completed, results in further delays, which are cumulative! Furthermore, it may not be generally realised that, depending on the number of pages, the actual printing of JOURNAL takes from three to five days (and has involved Lawrie Bugeja and/or Bob Marsden working until 3 am or 4 am, or over weekends to be ready for collation days).

After printing, JOURNAL can only be collated on a Monday, when the (Victorian) Daylighters meet. Everything I have written above leads to one conclusion: contributions received even one day after the nominated deadline, or not correctly directed, if accepted, could lead to delays in distribution of at least one week, or in extreme cases, two. In fact, it was largely an accumulation of all the above factors which resulted in the late distribution of Issues, 231 and 232. It follows that, in future, THE DEADLINES SET OUT IN EACH ISSUE WILL BE STRICTLY OBSERVED.

The requirements are reasonable and

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On the Cover

A beautifully prepared NA Class loco No 5 heads a mixed train on the Tolmie layout, AMRA Victorian Branch Exhibition 1994.

Photo Geoff Brown

Editorial Deadlines

The deadlines for the next issue (November-December 1996) will be 19th October for hand written articles, 24th October for neatly typed articles and State News and articles on floppy disk (IBM format either 3½ or 5¼) and 15th November for addresses and envelopes. Collating and posting is expected on 18th November.

simple:

1. For material on disk - the disk to the Managing Editor and a hard copy (two if possible; this saves photocopying charges) to the Editor, in each case at the addresses shown in the Credits Listing.

2. For neatly typed copy, not on disk, TWO copies to the Editor, at the appropriate address.

3. For handwritten material, ONE copy to the Editor, at his address.

4. For the above three categories, deadlines are always set out on the "Journal Box" page.

5. Correspondence intended for publication to be directed to the Editor, at his address.

Finally, I wish, sincerely, that it had not become necessary to write this Editorial. There must be more pleasant things about which I would prefer to write.

Neil R Riches

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	Network Printing
	2 Citrus Street Braeside Vic 3195

Notes from the Registrar

Stone the crows! Of all the renewals I have received to date, some 60% have filled in their Membership Numbers, the rest have given the card number or nothing. The card number is the receipt number and the membership number appears on top right hand corner of all JOURNAL address labels as well as on all membership cards, so there is really no excuse for not knowing it.

In the last JOURNAL the Federal COM copped a few words but that is not new. It has been happening right back to the infant years of the Association. The Victorian members struggled for 18 years to keep the ship on course, then there was a minute in the books, to the effect that if the NSW Branch were not prepared to take over the COM, the Association would be wound up. Well the Sydney boys did so and have continued for the next 28 years of our history.

In all the back minutes, many suggestions and ideas have been put to the members which have largely fallen on deaf ears. We have been accused of wanting to hang onto positions; in some cases it may seem so, but when volunteers are scarcer than hens teeth, there are problems.

In the last 28 years there have been 5 Presidents; 6 V/ Presidents; 4 Secretaries; 3 Treasurers and 4 Registrars. For those positions, 2 members served 1 year each; 1 for 3; 3 for 4; 2 for 5; 1 for 6; 1 for 7; 1 for 8; 1 for 10; 1 for 11; 1 for 18; 1 for 19 and 1 for 28 years. That all adds up to 134 years for those who like figures or have even read this far. I am sure some do not, judging by some of the renewal forms I receive.

But that is enough grumbling for this issue; still more renewals to process.....

Norm Read

Constitution

Charles T. Nightingale
8-5 Connel's Point Road-
South Hurstville. 2221
4th September, 1996

Mr. Neil Riches,
Editor
AMRA Journal
Dear Neil,

Proposal to amend Constitution

The total number of votes received was 262, being divided as follows:-

	In Favour Against Total		
Victoria	56	28	84
New South Wales	60	13	73
Western Australia	64	Nil	64
Queensland	39	2	41
Totals:	219	43	262

Yours faithfully,

Charles Nightingale
Returning Officer
Margaret Goldrick
Scrutineer

From the Managing Editor

If you look at the new members list elsewhere in this issue, there are many from Western Australia, some from New South Wales and none from Victoria or Queensland.

As I have commented in these pages before, WA must be doing something right!

Since temporarily residing in NSW, I have had the opportunity to see a few layouts, which feature NSW prototype. The strength of the following of the local prototype can be seen in the attendance at the "Modelling the Railways of NSW Convention" where over 300 attended this very worthwhile event. In Victoria, we have been struggling to reach 100.

In the last issue, we wrongly labelled two layouts in the description of the Brisbane Miniature Train Show. On page 78, the photos of the layout based on Don Breckton's painting titled "Riverside Local" is in fact "Wallingford" by Ken Lee. The photo on the bottom of page 79 depicts "Lyncombe Vale" by John Pavitt. Our apologies for the error.

Also, my apologies for failing to send down the reprinted Renewal Form to be printed and enclosed in the last issue. I carefully put it away - too carefully - and mislaid it!

Roger Lloyd

Information and Directory of Office Holders - AMRA

Federal Committee

Federal President	Brian Tyson	22 Tobruk Avenue Carlingford NSW	02 872 3512
		PO Box 150 North Strathfield NSW 2137	
Federal Secretary	Stephen J Chapman	27 Josephine Crescent Moorebank NSW 2170	02 824 1295
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Treasurer	Alan Porter	21 Prosser Way Myaree WA 6154	09 330 1848
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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

AUSTRALIAN MODEL RAILWAY ASSOCIATION - FEDERAL COMMITTEE STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30 JUNE 1996

RECEIPTSFunds on hand at 1 July 1995

Treasurers Account - NSW	7,018.44	
Advertising Account - Vic	458.59	
Publishing Account - Vic	201.63	
Investment Account - NSW	5,813.70	
Cash on Hand - NSW	9.70	13,502.06

New Membership Subscriptions	1,348.00	
Membership renewals	11,693.00	
Joining fees	776.00	
Journal Advertising	622.60	
Bank Interest	359.26	
Donations	149.00	
Badges	112.10	
Awards for NSW Exhibition	118.30	

\$28,680.32

EXPENDITURE

Printing of Journal	7,922.05
Postage of Journal	3,153.12
Journal Expenses	696.79
Stationery & Printing	534.83
General Postage	996.10
Trophies, Plaques & Engraving	300.50
Bank charges & duties	65.66
Photocopier supplies	200.00
Telephone reimbursement	28.03
80 th Birthday Presentation	200.00
Badges	1,469.25
Printer & Accessories	1,937.00

Funds on hand at 30 June 1996

Treasurers Account	3,761.73	
Advertising Account	588.37	
Publishing Account	838.67	
Investment Account	5,968.22	
Cash on Hand	20.00	11,176.99

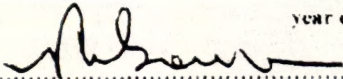
\$28,680.32



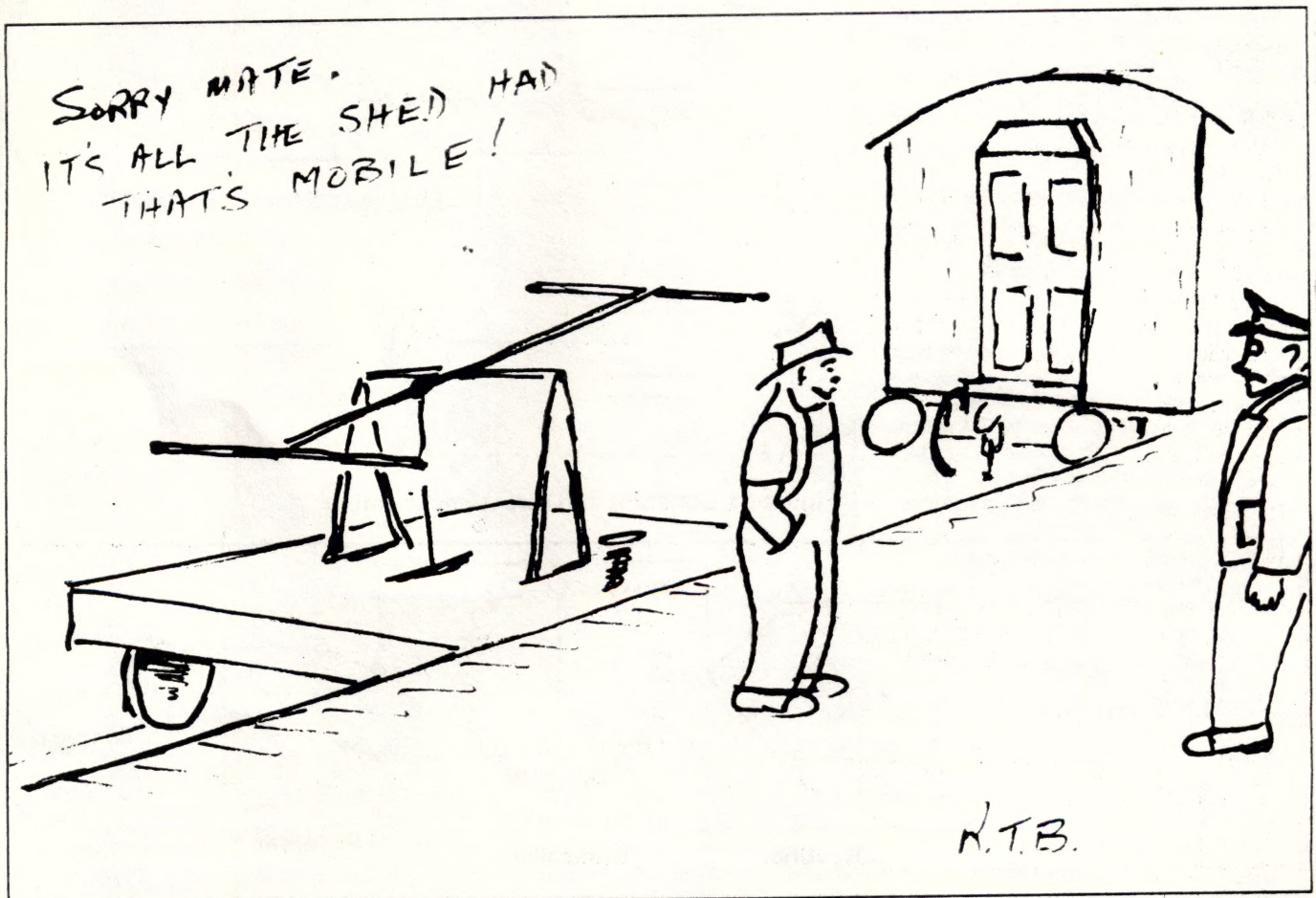
Ken Edwards, Federal Treasurer

AUDITOR'S REPORT:

I have examined the books and records of the Federal Committee of Management of the Australian Model Railway Association and report that, in my opinion, the above Statement is a true and fair record of receipts and payments of the Committee as recorded in those books and records during the year ended 30 June 1996.



Robert W Gorrell, chartered accountant, honorary auditor



Diodes Are Not Just Rectifiers

by Allan Dowel (Vic)

Diodes have quite a few interesting and practical applications in model railways, many of which are not known to most enthusiasts. Most comments would be 'OK, yes they are rectifiers aren't they, for converting AC current into DC'.

Sure, they do this very efficiently. Four diodes make a 'bridge rectifier' for that purpose.

There are many other applications and the purpose of this article is to show you how to get more use from diodes in your electrical circuitry.

Diode Train Controllers

A diode is much more than a 'one way only' current device. In fact, in its normal (disconnected) state, it won't conduct current either way. However, when electrical pressure (voltage) is applied to it in its conducting direction, it will only conduct current when a minimum of about 0.7 volts is applied to it. Then (and this is the interesting feature) as the current increases, the voltage across the diode remains fairly constant at about 0.7 volts.

Now, the big problem with the old resistor type controllers is that the voltage across the resistor sections depended on the current flowing. The effect of this is that a controller really should be matched to the type of motor in use. Otherwise, a heavy current loco will require the controller to be turned to about 3/4 full speed before it will start, whereas a loco with one of the new low current motors will 'take off on the first notch'! Even if all of your locos had similar motors, you would still get this problem when you double or triple head a train.

Hey presto - enter the diode type controller. All of your locos, regardless of current draw, or even when double heading, will operate at similar speeds, which relate to the setting of the controller. One word of warning! Because diodes do only conduct current in one direction, the speed controller must precede the reversing switch (See Figure 1).

On the Melbourne Model Railway Society (MMRS) layout, we converted all of our club manufactured controllers to diode type by simply removing the resistance wire which connected to the brass screw 'studs' and connected diodes in place of the wire. A frequent comment on first use is 'this works just like my electronic controller at home'. This is because a transistor behaves in a similar man-

ner to a diode in that it has a fairly constant internal resistance.

Where to get diodes? In the MMRS, we use superseded telephone exchange relay sets to recover relays, etc. Many of these circuits include diodes. These particular diodes are

like little spheres of coloured ceramics, about 3 mm in diameter, with a fairly heavy tinned copper wire coming out of each side. Don't be fooled by the small size! I have been unable to destroy them with a 4 amp current for over an hour, so they should be (and have been on the MMRS) OK for currents up to 3 amp.

If you can't get these from your own club, we will be happy to supply them to you for 5 cents each plus postage.

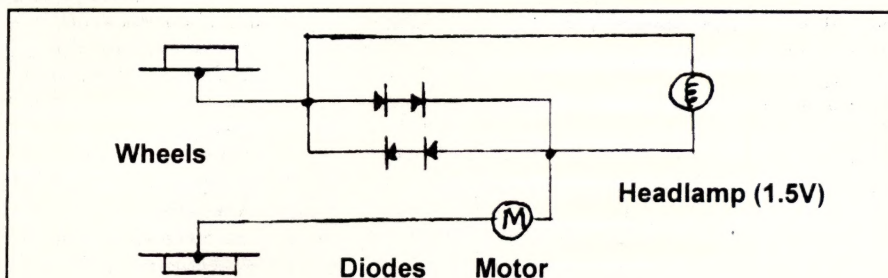


Figure 2a Loco

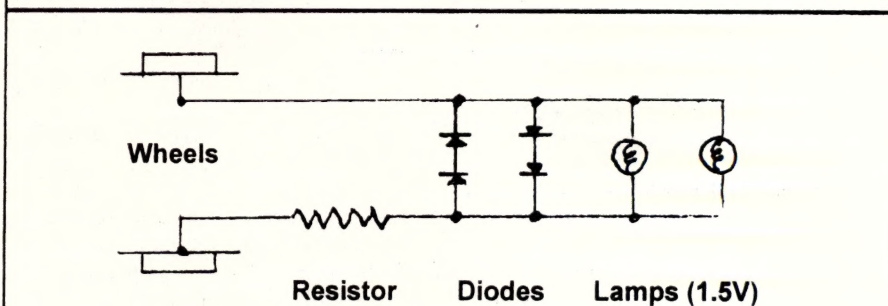


Figure 2b Coaches

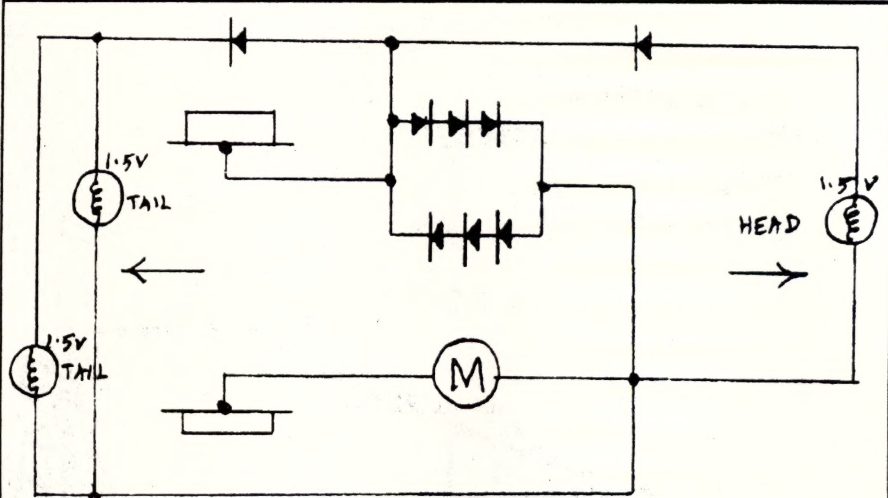


Figure 2c Constant and directional lighting

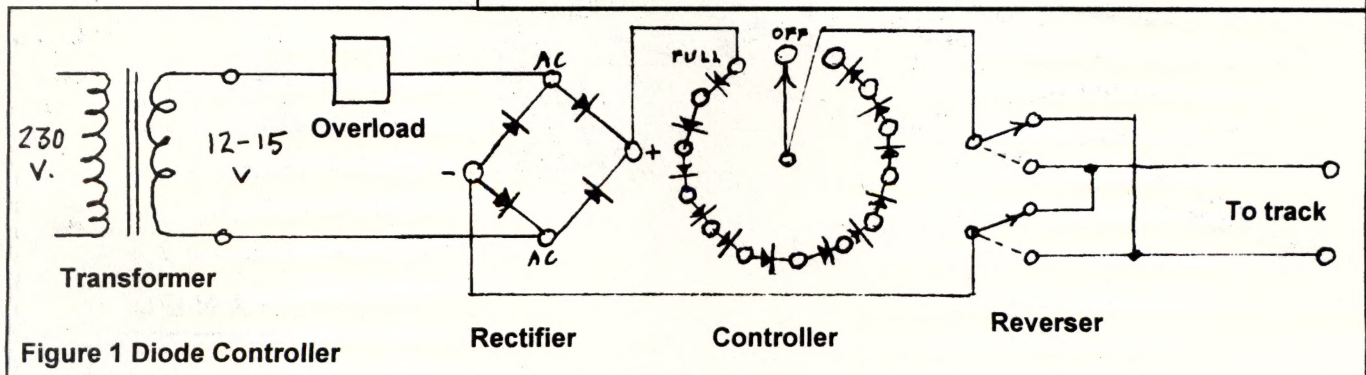


Figure 1 Diode Controller

Diodes for Constant Lighting

The same 'voltage regulator' effect as described above, can be used to provide cheap constant lighting for a loco, or for coaches. (See Figure 2).

The lights will go out of course when the controller is turned right off, but should provide a constant level of brilliance at most speeds.

There will be a slight decrease in top speed, as the diodes 'steal' 1.4 V of the motor voltage, but this is often not noticeable.

In the case of the directional lighting, there are 6 diodes in the motor circuit.

The extra diodes are to counter the voltage drop (of 0.7 V) of the diodes in the lamp circuits.

Saving Contacts in Relay Circuits

Diodes can be used to save relay contacts and extra wiring in some circumstances.

Let's say that you have a situation where lights (or LEDs) light to indicate which relays are operated in a circuit. In this case, there are 4 relays and only 3 LEDs. We want this result:

RELAY	LED
1 Lights	R & G (Red and Green)
2 "	Y (Yellow)
3 "	R (Red)
4 "	G (Green)

If you use relay contacts to do this job, you would obviously need 2 'make' contact sets on relay 1, 1 on 2, and 1 on 3.

If diodes are used, then you require no relay contacts at all. (See Figure 3)

This is, in fact, part of a standard circuit used extensively on the MMRS layout. We use push buttons (set in the track diagram) to connect controllers to tracks. The push buttons operate 'mini' relays, which in fact have no spare contacts to light LEDs, so this is how

we light the display LEDs.

In fact, you may be interested in the rest of this circuit.

The relays require 50 V for their operation. It would be extremely inefficient to use 50 V for hundreds (thousands?) of LEDs. So, we use diodes to operate the appropriate DISPLAY PANEL LEDs and a diode to light the CONTROL PANEL LED.

The same diodes keep the 50 V from affecting the LEDs, and prevent the 5 V from affecting the relays. (5 V - is positive in relation to 50 V -, but the diodes prevent any flow from 5 V - towards 50 V -).

The circuit operates as follows:

- The stationmaster presses push button A1 to connect controller A to track 1.
- Relay A1 operates, and locks itself via A1/3 and break contacts of relays A2, A3, A4 and R1. (the other relays in the track 1 group).
- Contacts A1/4 connect the A controller to track 1 (not shown).
- Contacts A1/1 and A1/2 release any other relays which may be operated in the No 1 group (not shown).
- The Red and Green LEDs on the DISPLAY PANEL light.
- The Red LED (beside the A1 button) on the CONTROL PANEL lights.
- At some later time, when another button in the group is pressed, everything (for track 1) reverts to normal.
- There is a fifth relay (R) which is operated by a fifth button to release any relay in the group (not shown).
- In the MMRS, we find that this method of 'controller to track' switching is much better than using rotary switches, both in space, cost and reliability. It has the 'add on' feature of displaying, without any doubt, just who is connected to which track. Two of

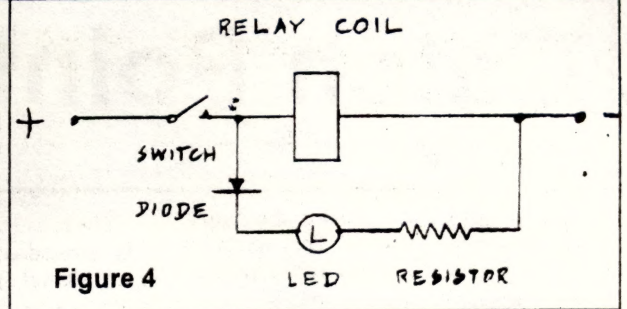


Figure 4

our stations have 10 tracks and two stations can be accessed by 4 different controllers. (I have shown a '4 controller' set for simplicity).

Incidentally, if this system grabs you, we have stacks of mini relays excess to MMRS needs, so contact us for these and detailed circuits.

Diodes Can Stop LEDs from Blowing

It is quite popular to have a LIGHT EMITTING DIODE (LED) across a relay, to indicate when a relay is operated. An extra contact not on the relay to do this would be wasteful, or not available. (See Figure 4).

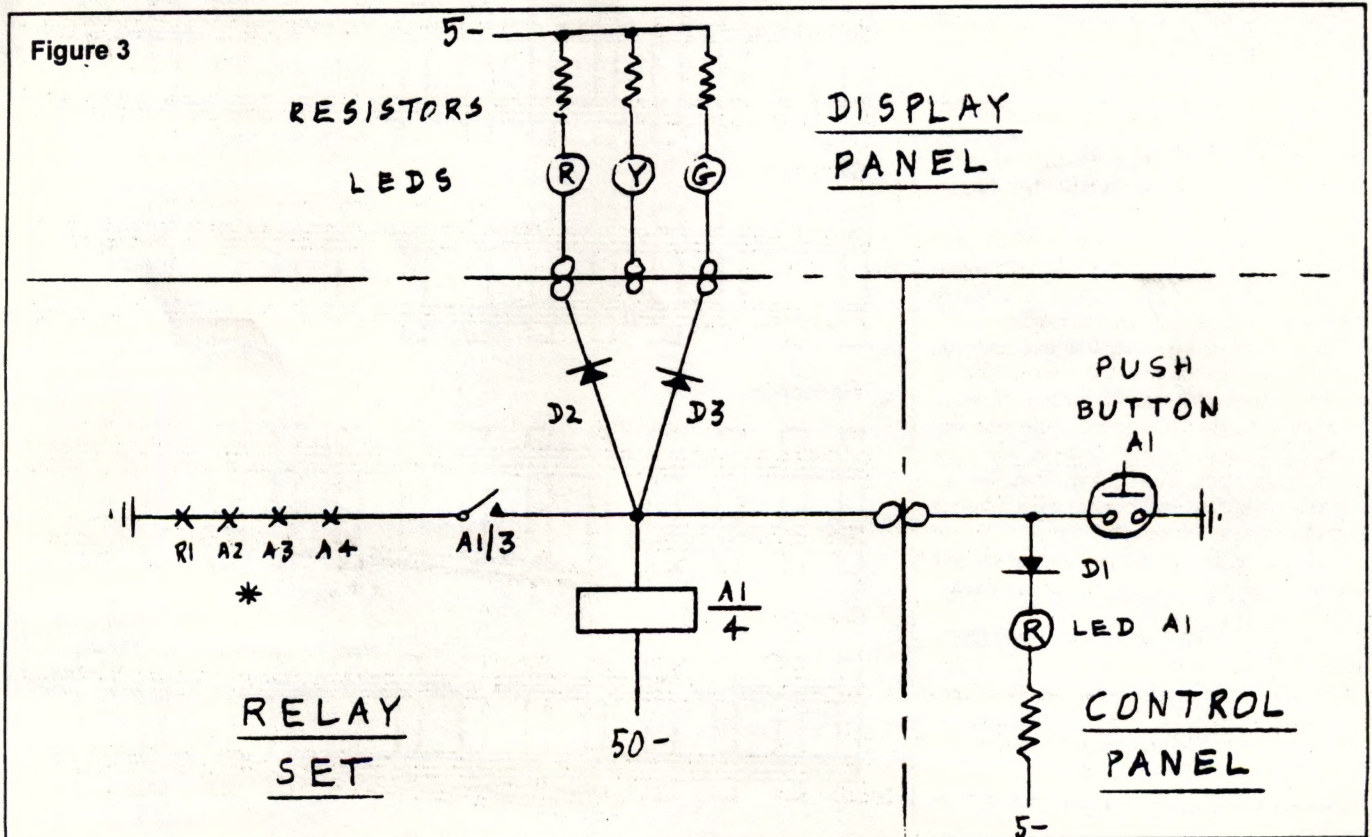
Notice that when the switch is closed, the relay operates and the LED lights. (The resistor in the LED circuit is to reduce the 12 volts down to 2 volts for the LED).

When the switch is opened, the relay will release and the LED will go out.

The next time you close the switch, the relay will operate, but the LED will probably not light! Why? When the circuit to an inductive (magnetic) device is opened, a high voltage develops across the device. (This is how spark plugs get their high voltage, how electric cattle fences work and, also, why model railway operators get belted sometimes

Continued next page

Figure 3



Catch Points

by Rod Tonkin

Catch points are a common and essential feature on prototype railways. They are rarely modelled. With relatively little effort you can add them to your layout.

Railways use catch points to protect trains from runaway rolling stock. Many sidings are graded so the loco spotting wagons has to push them into position. This aids accurate wagon positioning. If the hand brake fails or is tampered with the wagon could roll into the path of a moving train. On steep grades on double track a break-in-two could cause a runaway after the air brakes leak off. In both cases catch points provide protection for moving trains.

Catch points protecting traffic on steep grades are mostly spring or weight operated. Normal traffic trails through them. They can be locked closed for wrong road operation. Catch points protecting traffic from sidings can be power operated, locked and manually released by the section staff or weight operated and manually released. The sketches [a,b,c] show some prototype installations. Sketch "a" is a typical siding. Sketch "b" is the layout at Loftus Junction south of Sydney. Sketch "c" is the layout at Elura Mine near Cobar New South Wales.

We can install catch points to mirror prototype installations. Compared to prototype rolling stock, our wagons are not likely to roll out of a siding. Our catch points will be purely for effect. Catch points on a layout are useful to mark the fouling point of sidings.

In 16.5 & 9 mm gauges Peco offer working model catch points. The 16.5 mm gauge unit is 98 mm long. I've found this difficult to fit in many locations on my model railway. The solution was to 'roll my own'. They are non working models. It would be simple to mechanise them using a point motor.

Continued from previous page

when they switch off points with their fingers in the wrong place!).

In the FIGURE 4 circuit, the LED cops this high voltage and whilst LEDs are far better than lamps in most situations, they don't like high voltages and they pack-up.

Now look at FIGURE 4 again, and you will see the diode in the LED circuit. It does not affect the LED when the switch is closed, but when the switch is opened, the relay releases and develops a high voltage, with + on the righthand side. The LED will not blow, as the diode prevents any current from flowing in this (opposite) direction.

There are the other ways of curing this problem, but the use of one diode is the cheapest.

On the MMRS layout, we have LEDs across our 'safe-working' bells, so we know which bell is ringing. Be assured that these LEDs have diodes in series, as in Figure 4, because a bell coil develops quite a high voltage when current is turned off.

I hope you can benefit in your layout from these ideas

The key to the method is old point blades. Like most modellers I have a junk box of discarded items. Expired sets of points can yield point blades for re-use. Using either the straight or curved blades straight or curved catch points can be constructed in flexible plastic sleepered track. Lacking the old blades you can make your own from a length of rail. If you have access to a motor tool [Dremel or Arlec] you can build the catch points into existing track. If not you'll need to build it on the bench.

The motor tool method is as follows:-

1. Cut the rail at the point located for the heel of the point blade. [sketch d]
2. Using the point blade as a guide lo-

cate the position of the point of the blade. Using a cutting disc, carefully remove the inside flange of the rail so the point blade can fit against it. [sketch e]

3. With a sharp knife cut off the rail securing clips from the cut in the rail to the end of the section without an inner flange. Bend the stock rail outwards and secure with track spikes. [sketch f]

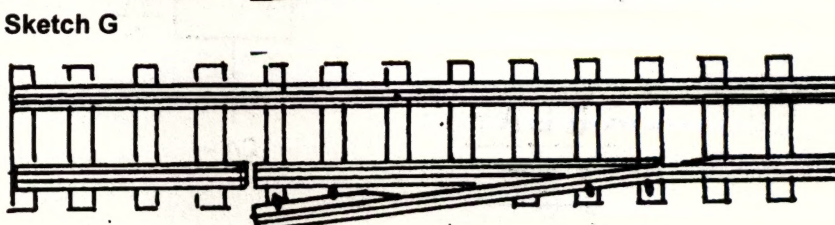
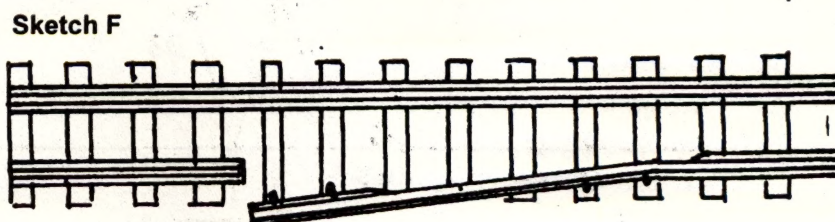
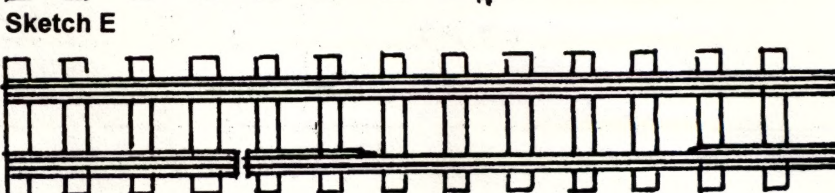
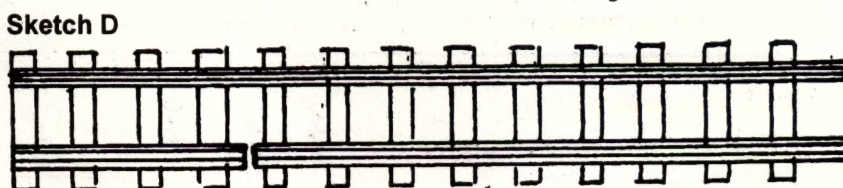
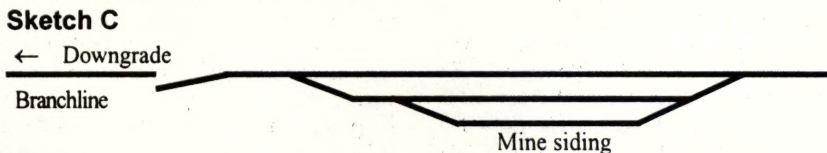
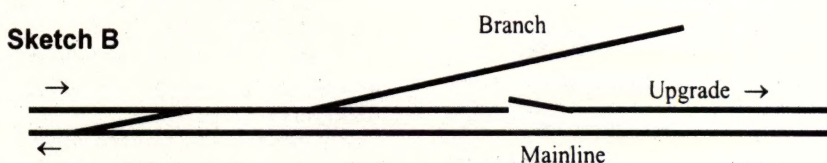
4. Fit the point blade and secure in position with track spikes. [sketch g]

The hand tool method only varies in step 2:-

2. After the position of the point of the blade is located remove the stock rail from the sleeper base. File the inside flange off the rail to accommodate the point of the point blade.

Steps 3 & 4 are carried out with the track in position on the road bed.

Fitting a catch point in the track can cause electrical continuity problems. Running a jumper wire across the catch point blade will eliminate this.



N Scale Road Test

by Barry Bryant
N Scale Co-ordinator WA Branch

Fine N-Scale Products 40 ft & 50 ft X31, X31A & X32 Round Roof Box Cars.

I have recently purchased from Rail-N-Thusiast a number of kits of 40ft & 50ft Round Roof Box Cars manufactured by Fine N-Scale Products. The Round Roof Box Cars were uniquely Pennsylvania Railroad designed and built vehicles, although other roads such as Wabash, Virginian, Northern Pacific, Norfolk & Western, and the Detroit, Toledo & Ironton, did have them built for them. From 1932 through 1937, the Pennsy built over 12,000 of these box cars.

The three so far modelled are the 40 ft Single door X31A, the 40 ft Double door X31, and the 50 ft Double door X32 models. They were built initially for the Automobile parts transfer business, and were designed with rounded roof edges so that the roof line, and therefore the internal volume could be increased, but the cars were still within the existing external clearances. They were in fact the first box cars in general use having a ten foot interior height. Because they were limited to only a few roads, the model is not generally available from the normal suppliers of RTR model box cars, Atlas, Micro Trains, etc so it was a pleasant surprise when I noticed the Fine N-Scale Products advert in the N Scale magazine for this box car.

As stated, they have to date produced three models, a 50ft Double Door, a 40 ft Double Door and a 40 ft Single Door model. I have purchased examples of all three models. The models themselves feature a single resin casting for the body shell, and another for the floor.

The floor slides into the body shell and is a reasonable fit. They recommend gluing it in place, but I have simply pushed it into place. It seems to be happy to remain there, so for the moment I shall leave them unglued.

As well as the two castings, the kits come with brass etched pieces for the roofwalk, the ladder stirrups and the brake wheel. These are very fine parts, easily lost, so care must be taken when removing them from the sprue and when they are being glued in place. The outstanding features of the models are the castings themselves. The detail on the outside of the boxcar is superb. It is crisp and clear, and the rivet detail is excellent. The other feature is that the sides are not exactly flat. The normal steel sheeting sides on the prototype tended over time to become a bit wavy, and they have captured this effect excellently. The kit also comes with a set of decals so that the model can be decalced not only with different road numbers, but also in different period schemes.

The only things required to be purchased are bogies. It is recommended that Micro Train Bogies be used. The pins provided with the bogies are a push fit into the holes provided in the bottom of the floor casting. The manufacturer again recommended gluing the pins in, but I did not find that necessary. The assembly was very straightforward.

Once the resin castings had been cleaned up, which was not very much, the various external fittings were located and glued into position using Poly-Zap, or Flexi-Zap glues. The bogies were fitted and a supplied weight glued to the inside of the floor, which was then lo-

cated inside the body. Once the floor was fitted a test run proved that the model ran smoothly, with no wobbles.

The body casting is cast in brown resin, and it is up to the modeller if he paints it, or fits the decals directly onto the resin. I opted to paint the models, because of the brass fittings. The model was thoroughly washed in soapy water, before spraying with Floqual paints. The manufacturer recommends using Accu Flex paint, but I prefer the Floqual product. Because the bodies are already brown, you do not require too thick a coating of paint, so none of the casting detail is lost.

All up an excellent kit, and at around \$A20.00, plus bogies, they are on a par price wise with Micro Trains, or some of the other better quality RTR models. As well as these models, Fine N-Scale Products have quite a considerable range of other wagons, the latest addition to the range being Steam Era Head-End Cars for Santa Fe, PFE and Railway Express, so anyone interested in their products should look at the past issues of N Scale magazine for these adverts.

One of the annoying aspects of N scale manufacturers is the tendency of some to do limited production runs. I have contacted Fine N-Scale personally on this point and they assure me that they have never adopted this policy. Their models will be available for as long as there is a market for them. They are also looking at expanding their range with a running example of the CB&Q 3 car Zephyr, and the unique N5C caboose designed and built for the PRR, on the drawing boards at the moment.

Currently these products are not available locally (in Perth). I purchase them from Rail-N-Thusiast, who normally have to order them, so if you want them, be prepared to have to wait a few weeks. All up, these are excellent products, and add variety to the existing RTR products available.

It Occurs to Me

by Leggy Mac

Definition of CLUB as per Oxford Dictionary:-

1 (n) Heavy stick with one thick end, esp. as weapon.

2 (n) Trans. from Spanish - basto.) The club on Spanish cards.

(English - trefoil, from the French)

3 (n) Association of persons with some common interest meeting periodically; persons combined for social purposes and having premises for resort, etc.

Well, we can forget the first two, I think. The third definition appears to fit the situation for us.

The only question now is: why do we come together as a club or association? All right, we do have something in common. We all have an interest in one particular hobby or pastime. But why?

As individuals we vary tremendously. We are a comprehensive cross section of humanity. Among us are extroverts and introverts,

serious and happy-go-lucky, quiet and garrulous, gregarious yet, at times, almost solitary in some instances, single minded yet varying in concentration. We have a great variety of talents to bring to our hobby - a point I have made in previous notes - and the hobby is so wide in its capacity to utilise these talents that the kaleidoscope of humanity we are is easily absorbed.

Many different approaches to the matter of creating a miniature replica of something which is part of everyday life are channelled into fulfilling the requirements of that creation. Up to a point, all the variables of members' personalities are submerged into those channels.

To me, it seems that we all want to see the finished article as something we all appreciate and for which we feel a certain amount of affection for. Each and every one that contributes to such an effort is willing to harness his own individual feelings behaviour and talents towards achievement of a goal. Some-

thing is produced which all can use and enjoy; which they can have as something in common in spite of all their various other differences in approach to life in general.

Railways are, in essence, things of completely peaceful intent. So are model railways!

Model railways are a hobby all round the world. I would think that it would be safe to assume that railway modellers elsewhere are as varied in personalities and attitudes as they are here, yet able to work together in peace and friendly society like parts of one huge club.

The moral of this is, I suppose: why can't people other than modellers bury their differences in peace and friendly society? Many people could learn much from us modellers!

I have not answered the question of "why", I know, but who cares? Our example could show how to bring some happiness to this troubled old globe. Three cheers for little trains!

Yes - But What Gauge Is It?

In a book recently published in Canada, 'Model Scale / Track Gauge, Encyclopaedia', by ER Crain, scales and gauges and their relationships are exhaustively examined. It discusses 880 scale / gauge combinations and 199 distinct gauges used world wide! NRR

Fowler 4 Wheel IC Cane Loco

AMRA Qld Narrow Gauge Group

John Fowler of Leeds, England, was well known for steam agricultural equipment and locomotives. Many two foot gauge Fowler locos came to Australian cane field tramways and industrial railways.

In 1926 they started to supply internal combustion (IC) locos to the sugar mills, in two wheel arrangements, 0-4-0 and 0-6-0. Fitted with petrol or diesel engines, these locos were imported until 1950. When new, some locos were fitted with a capped steam loco type chimney, just behind the radiator cap, as shown in Fig. 1.

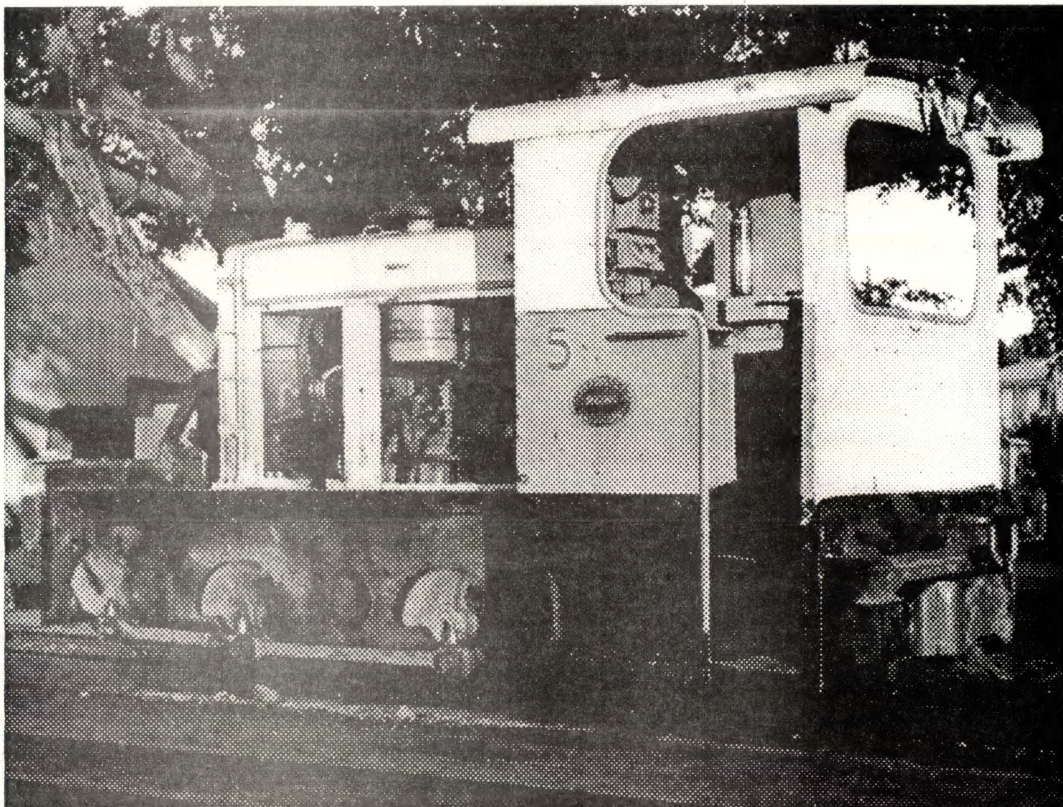
Plane Creek Sugar Mill had two 4 wheel Fowler locos No.5, 18801 of 1929 and another 2194 of 1937 (No. 15). We enclose Jim Fainges's drawing of No.5. The other loco built in 1937 is still preserved on land for sale at Clareview, south of Sarina. At one stage, No.5 was run on alcohol from the plant at Plane Creek Mill.

Modelling the loco in 7mm scale would be interesting; scratch building the mechanism appears to be the ideal method. However, Jim Fainges has suggested that diesel loco bogie mechanisms with a suitable wheel-

base such as Athern or AR kits could be a great way to make these interesting outside framed locos easily. As it turns out, the Athern SW1500 has the right wheel base for this loco. The wheels can be changed to North Yard 14mm wheels, new longer 3/32" axles fitted and outside cranks and rods fabricated and fitted. A motor could be indirectly or directly

coupled to the worm on the top of the gear housing.

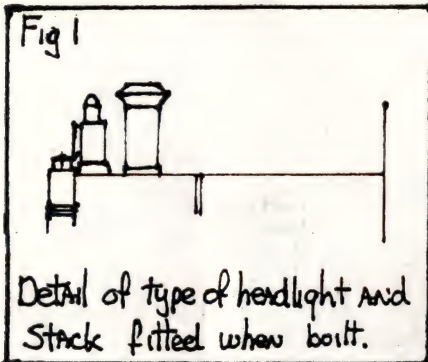
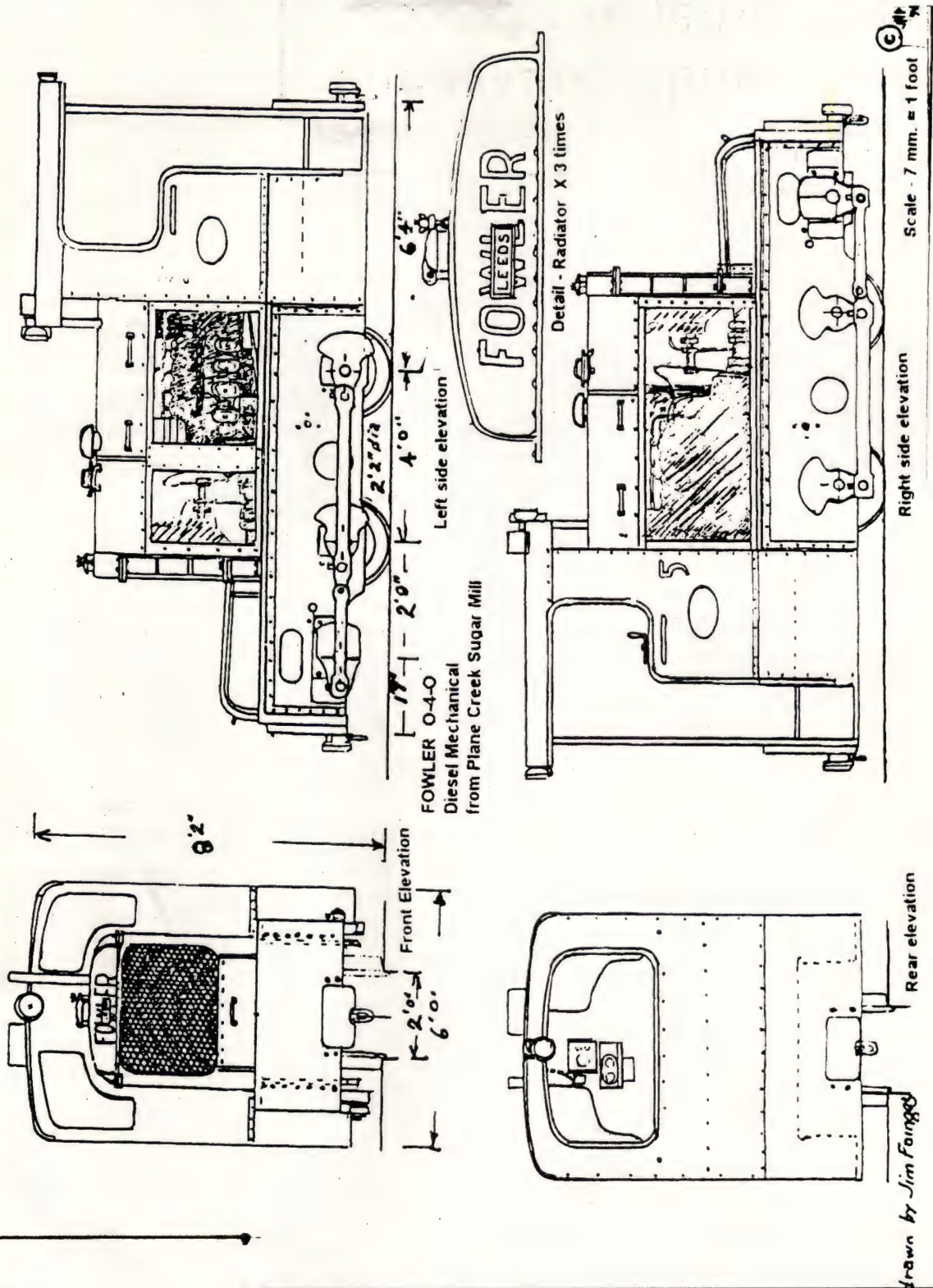
Has any other member had any experience with such an idea? This type of loco may be ideal for a centrifugal clutch drive as seen in some English and European mechanisms. Has anyone any experience with centrifugal clutches in model locos?



*Top photo (about 1975)
No.5 rests outside the loco shed at the Plane Creek Sugar Mill, Sarina, south of Mackay. This loco was built by John Fowler in 1929, works number 18801. These early internal combustion engined locos were known as honorary steam locos, because they had some parts in common with steam locos, such as capped smoke stacks and (at one time) the cabs! Jim Fainges has done some excellent 7mm scale drawings of this loco. Photo by John Elsol.*



*Photo at right (about 1990)
No. 5 was stored at the Steamworks Museum, Brisbane, before heading south to a Sydney enthusiast. Photo by S. Malone.*



Nothing Changes!

I found this gem in the 15th August 1945 edition of Table Tops, an Australian Army newspaper (the first page headline announced that Japan accepted the Allied terms of surrender, no doubt the reason my father kept the paper). Over fifty years later and still not achieved! ...Roger Lloyd

Melbourne-Sydney by Rail in 8 Hrs?

Canberra.- The Federal Government planned to reduce the rail travelling time from Melbourne to Sydney to 8 hours, the Commonwealth Deputy-Director of Rail Transport (Mr L. Brand) said yesterday.

Express trains at present take 14 hours, 25 minutes to travel from Melbourne to Sydney.

Mr Brand said this time was ridiculous. The only fast train in Australia was the Spirit of Progress and this would have to be the standard for future distance trains. The efficiency of the Australian transport system would be the life blood of the nation after the war.

At present the obsolete transport was holding up immigration and decentralisation. Fast and modern transport must come. To achieve this, standardisation of rail gauges and co-ordination of rail, road and sea transport was essential.

The Inaugural Australian Narrow Gauge Convention

by Grant McAdam
Convention Secretary

"Excellent first attempt with extremely high quality content."

"Good range of modelling and prototype topics."

"Had an excellent weekend - thanks to all concerned."

"An excellent first narrow gauge convention."

For those of you who could not make it to the inaugural narrow gauge convention and were wondering what it was like, above are just a few of the comments taken from the survey forms filled out by people who attended.

The idea for the Narrow Gauge Convention was proposed by Rod Parker and George Paxon, two narrow gauge modellers from Sydney. They approached the Croydon Narrow Gauge Group Inc. in late 1994 about organising a narrow gauge convention. Further discussions took place and at a meeting during Easter 1995 it was decided that the Croydon Narrow Gauge Group would take on the job of organising the first convention. Little did your scribe know that taking notes during this first meeting would result in him becoming the convention secretary.

Just under a year later with much planning and letter writing completed, the big weekend was upon the members of the Croydon Narrow Gauge Group. Would all the hard work, badgering and cajoling of presenters pay off? Sixty-five narrow gaugers from far and wide were willing to pay almost \$70 to find out for themselves. There were representatives from every mainland state of Australia except the Northern Territory, with people coming from as far north as Rockhampton and as far west as Perth. Once the presenters and traders were added to the number of attendees there were almost 100 people at the narrow gauge convention, which the organisers found very gratifying.

The convention was held on the Saturday and Sunday of the Easter weekend, 1996, in Heathmont, a suburb east of Melbourne. Heathmont is approximately 25 km from the centre of Melbourne and only 15 km from the start of the Puffing Billy Railway at Belgrave. Easter is one of the few national holidays and allowed the interstate delegates to travel on Good Friday and Easter Monday. Many of the interstate visitors also took the opportunity to see the Hobsons Bay and Bendigo model railway shows before returning home.

The venue, Heathmont College, was ideally suited to the format devised for the convention. A large hall contained the layouts, trade stands and hospitality area. Adjacent to the hall were the two lecture rooms where the presentations were conducted. Access was entirely under cover and considering the fickle nature of the weather in Melbourne, this was a big plus.

Registrations took place from 8:30 am on the Saturday morning. Every registrant received a name tag and a copy of the bound

notes for all the lectures which totalled more than 120 pages. The name tags came in helpful to prompt the memory when introducing new and old friends. Many of the delegates took the option of ordering a shirt with the convention logo on it as a memento of their attendance at the convention. These shirts were also distributed during registration. Once the pleasantries of welcoming the attendees were completed there was a social get-together based on the preferred gauge of the person attending the convention. This also allowed a little more time for those unfamiliar with Melbourne to locate the venue.

The formal sessions commenced just after 10:00 am and were broken into two streams based on the prototype and modelling. The 18 topics were carefully selected to have a wide appeal to the people attending the convention. The convention organisers must have arranged the correct balance, because during the presentations the main hall was virtually deserted except for the owners of the trade stands. The convention had a saturation format so it was not possible to see every session.

The prototype topics could be grouped on a continental basis. There were three sessions covering the narrow gauge railways of Australia (Victoria, Queensland and South Australia), three on European practice (Austrian, Swiss and the UK) and two on North American prototypes (Colorado and the East Broad Top).

The modelling topics covered the wide range of activities necessary to construct a layout to a high level of detail. They included: researching and constructing your next narrow gauge project, ground work scenery techniques (2 sessions), track work construction, designing and constructing buildings, rolling stock and motive power construction (2 sessions), soldering, weathering and ageing and outdoor model railways.

A personal favourite was the presentation by Mark Fry on "Soft Rocks" and "Alternate Scenery Techniques". During this session Mark explained and demonstrated how to take ordinary soft foam rubber and transform it into some of the most convincing rock work I have seen short of using real rocks. This must have struck a chord with other modellers because it was the main topic of conversation for several hours after the presentation.

The convention re-commenced on the Sunday morning at 10:00 am with the launch of "Narrow Gauge Downunder" in the main hall. Bob Reid, the Editor, described his plans for the magazine and asked for comments from those present. The magazine is promoting how narrow gauge railways are modelled in Australia regardless of the prototype. The first issue of the magazine was on sale at the convention.

Throughout both days there was ample opportunity to stop, take a break and just have a chat or examine the trade stands and the lay-

outs. There was a minimum of thirty minutes between each of the sessions and longer at the meal breaks.

The catering during the day was supplied by Bill and Elizabeth Secker. They are well known on the exhibition circuit in Melbourne and they have catered other model railway shows before and knew what to expect. To demonstrate the quality of the food they were supplying they ran out during Sunday lunch but they very quickly rectified the problem, so no one went hungry.

On the Saturday afternoon, professional caterers moved in to prepare for the convention dinner. Over eighty convention delegates and their partners chose to attend the dinner which took the form of a roving roast in the main hall. Between the main course and dessert the formal presentation to the prize winners in the modelling and photographic competitions took place, but more on this shortly. A few speeches were made which were kept short to allow the very social atmosphere to continue without too much interruption. During these speeches the members of the Croydon Narrow Gauge Group presented Grant McAdam with a handsomely framed print of an NA on the Puffing Billy Railway in recognition of his efforts for the convention. All of the people present also offered their thanks for his work.

As part of the convention modelling and photographic competitions were held, and they were judged by popular vote. There were eight categories in the competition and the winners of the respective sections were: Kim Marsh (diorama), Graeme Pendlebury (structure - on-line), Philip Shapter (structure - off-line), Roger Hill (locomotive), Bob Reid (rolling stock - passenger), Peter Jackson (rolling stock - non-revenue) and Laurie Green (rolling stock - goods, model and prototype photographs). The best in show was won by Mark and Angela Fry for their diorama from their new layout "Swan's Crossing".

The organisers gave careful consideration to the layouts invited to attend the convention to ensure there was a balance of prototypes and scales. The layouts in attendance were: Kingfield, Twinlakes and Maine Railroad (USA - HO $n\frac{1}{2}$), Kennebec County Railroad (USA - HO $n\frac{1}{2}$), Kimdealy (Australian - HO $n\frac{1}{2}$), Greynite Quarries (Australian - O-15"), Ladysmith Sidings (Australian - O16.5), Hermagor (Austrian - Oe) and Big Sky Lumber Co. (USA - On3). The first module of a new exhibition layout, Little Skookum Flume and Lumber Co. (USA - HO $n\frac{1}{2}$), being built by a team led by Graeme Pendlebury was also on display.

There was strong support for the convention from specialist model railway traders with all but one of them travelling from interstate. Many of the attendees left the convention with their wallets considerably lighter through the presence of the traders. In no particular order they included: The Railcar, The Model Railroad Craftsman, Kerroby Models, Colonial Model Railways, Ian Lindsay Models and Timber Creek Models.

Many of the delegates made mention of the atmosphere during the convention. It was open and friendly with a general camaraderie prevailing. How this was achieved is unknown to me as an organiser! I believe it may have been the result of a meeting of like minds with

an interest in narrow gauge railways. The delegates were willing to share their knowledge with other people regardless of age or sex. A number of women chose to attend the convention and they were treated as equals and their modelling abilities were never questioned. A handful of youthful males were also present and they were encouraged in their endeavours. If it hadn't for them several of the layouts would have been left idle at times. Once again the comradeship was extended to everyone, which can only bode well for our facet of the hobby.

All too soon on the Sunday afternoon the convention was brought to a close with a final vote of thanks being proposed by Rod Parker and George Paxon. Where to from here? Those of you who were at the convention would have heard me announce that there will be another narrow gauge convention during 1997. The date was tentatively set as being during September but has now reverted back to Easter 1997 which worked so well for the first convention. After this convention it is likely that they will occur every two years in different states. If you missed the first narrow gauge convention but would like to attend the second please contact the Convention Chairman, Western Narrow Gaugers, c/o P.O. Box 435, Sunbury, Vic., 3429

Super Glue Frost

Some cyanoacrylate glues ("super glues") tend to evolve glue vapours which condense and cure on nearby surfaces, causing an unsightly white frosty effect. Fortunately this frosting is less substantial than it appears and can be easily removed using MEK or acetone. The trick is to remove the frost without damaging the underlying plastic or painted surface.

Using an artists paintbrush, dip it in the solvent, wipe it on a tissue until it appears to be dry, then quickly wipe the brush lightly over the frost. With a little practice, the frost can be removed without effecting the paint or plastic under it. Start with a very dry brush then, if necessary, progress to a slightly wetter brush until the desired effect is achieved. If the brush appears to wet the surface, stop and allow it to dry before proceeding. A final dip in the solvent will remove any glue residues from the brush.

If frosting is a persistent problem, try a different brand or type - they don't all behave the same. Almost any glue will suffice for our light modelling needs, and generally the cheapest brands are more than adequate.

A McKenna

Vale - Rod Burgess

15 February 1933 - 22 July 1996

"The man who loved trains' is gone and is sadly missed. He was my friend." With these words began Rod's Eulogy, delivered by Tony Potter. It seemed to be a straight-forward task to condense for publication the five pages Tony made available! Even with such framework, how can one, in a few words, cover a lifetime of achievement?

Born in Brisbane, the eldest of three children, Roderick Scott Burgess married his first wife, Betty, in 1954. Their two daughters and son were at Rod's service. So too were many friends he made while driving throughout Australia. In 1974, he met Jennifer, who had moved to a caravan park because of The Great Brisbane Flood. Rod and Jennifer married in Brisbane's Botanical Gardens in 1977. Two of Jennifer's daughters were at the service, the third living in America.

Doctors predicted he would be in real trouble with the diagnosed cancer by Christmas 1995; however he overcame it for a further seven and a half months. It was one appointment for which he wasn't very punctual. Rod lived his life joyously, decently and fearlessly.

Integrity and punctuality were touchstones for the quality of life lived by Rod and the qualifications he earned, that went with it. To list such broad and varied interests as Aircraft Mechanic, Engine Fitter, Trawler Skipper, Truck Driver, Airport Maintenance Foreman, Surfer, Train Enthusiast and Family Man still leaves much unsaid.

His guiding principle (learned through a man from Rolls Royce Engines) was: you can do any job at all, using 75% common sense and 25% technical knowledge.

In 1985, Rod took 6 months leave from the Dept Civil Aviation on half pay and started work on the Trainplace. Constructed in O scale, this model railroad layout is complete with sculptured scenery, towns, lakes and airfields. The trackage extends for 2844 feet*.

Rod selected Wolffdene (just south of Beenleigh) as the location, and the Trainplace opened in 1986. This magnificent monument to his love of trains, his perseverance and his determination is his crowning achievement and took one year to build.

Jennifer often recalls how she and Rod took great pleasure in welcoming visitors. Many came from distant parts of Australia and others from places World-wide, as word spread of the display. In 1994, they took a world trip, which was enriched by the renewing of a number of friendships and acquaintances made through Trainplace visits.

"All men die...few men really live.
Rod was one of the few."

*When the total track length is converted from O scale to full size, it would equal about 25 miles, or the distance from Brunswick Street to Ipswich or Beenleigh!

(Notes above used by kind permission of Tony Potter and submitted for publication by Nev Mann.)

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DROP US A LINE

Have You Seen?

by Ted Thoday

..... "Railway Modeller" April

Railway of the Month is College Grove, a first attempt in '0' gauge. A modeller describes the construction of two GWR heavy freight locos in 7mm scale. Scale Drawings of Leek and Manifold 2-6-4T, includes prototype information, pictures of some models and video information on the L&M. The story of Askrigg Bank continues. LMS Bo-Bo No. 10800 modelled in 4mm scale. Mike Sharman describes three of his 'eccentric' Victorian locos. An island platform building based on GWR prototypes. Plan of the Month is Exeter St. David's modelled in 'N' scale, the model described. Ventnor, Isle of Wight, a diorama in 4mm scale. Models of two Highland Railway locos in 7mm scale. Foxtwitchen is a narrow gauge system in 009, its legendary beginning is worth a read, the layout is very well done. Student Modeller describes Fort William in 'N' scale. Latest Reviews looks at N-thusiast Resprays updated liveries for various 'N' scale models; GWR auto-coach detailing kit from Dart Castings; Bachmann Industries latest 'Coal Traders Classics' series of coal wagon liveries; 10mm scale figures from Langley Miniature Models; Fox Transfers 'modern image' catalogue; Victorian school kit in 4mm scale from Modelyard; Rustall weathering materials from Victor's; off-road vehicles from Springside; Alphagraphix 7mm scale narrow gauge wagon bodies; Mashima 9/20 Motor and a kit for a Manning Wardle narrow gauge loco from Branchlines; DJH kit for Class 60 Co-Co in 7mm scale; Industrial bowser and tank wagons plus 'clutter' from Roy C Link; scenic products from Dean Sidings.

..... "Railway Modeller" May

Railway of the Month updates on progress on the SM32 garden railway Torlum Hill Light Railway. Construction a GWR cattle and horse loading facility. Grove Road is a modern image exhibition layout in 00. The Docklands Light Railway in the basis of the Plan of the Month. Part 3 of Exeter St. David's in 'N' Scale. Peco celebrates its Golden Jubilee, this is their story. Scale Drawings on BR Mark 1 coaching stock. The Manx Modelling Competition results in words and pictures. Stretton, a '00' scale layout set in the BR[WR] era, with a bit of narrow gauge thrown in. Scratch-building in card - a guide to construction techniques [to those who followed the WA Branch 'Workshop Series' on this topic this is a useful follow-up]. Constructing a train ferry. Student Modeller describes Glasven Junction in 4mm scale. Latest Reviews looks at Townstreet's 4mm scale kit for an LMS design goods shed; Branchlines Manning Wardle 0-4-0ST kit in 0-16.5; Southern kit building service from Philip Busch; cast whitmetal figures from Monty's Models; Parkside Dundas Hudson bogie wagon for 009; Station Master's house

in 'N' scale. Newsdesk Information contains a number of items of interest to modellers.

..... "Model Railway Journal" No. 87

Small Suppliers Forum looks at Livery Data Services locomotive livery data sheets, which are amazingly detailed, produced by Bob Shephard founder of Precision Paints. 2mm scale products from Fence Houses Model Foundry; etched kits for LNER riveted 21ton hopper wagon, 12ft underframe kit to suit Parkside Dundas wagon range and an NER lattice footbridge; Bostik's cool-melt gun, same as hot glue gun but works at considerably lower temperature. The Gas Works, Yeovil MRG's 7mm scale layout described in words and pictures. Review of Impetus 4mm scale conversion kit which converts the Airfix/Dapol 04 shunter into the Wisbech Tramway skirted version. Brief history of LNER cattle trucks and building models using Parkside-Dundas kits and specialist components. Workshop Matters shows how to enlarge holes. Concluding article on building a 2mm scale model of Baldwin GNR No. 1196. Cromer on the former GER is the basis for Layout Design. 7mm scale wagon sheets in moulded resin

..... "Great Western Railway Journal" No. 18

The 1935 power signalling at Bristol Temple Meads, includes track/signalling diagram and many photographs of the area. The Story of Birmingham Hockley continues. Engine change on the 2.20pm Minehead to Paddington captured and described in pictures and captions. Lengthy article on 72xx class 2-8-2T includes pictures allocations, work, etc.. Drawings of GWR standard toolboxes. Two beautiful coloured photographs of Leamington Spa station. Letters to the Editor give more information on the 70ft 'South Wales' coaches, plus another picture.

..... "British Railways Illustrated" March

Ponsadine, the GWR loco shed at Penzance described in words and pictures, includes track diagram. A former BR employee describes a number footplate runs he made as part of a management training course. Snowploughs, their construction, fitting and use. Then and Then looks at two views of Cricklewood shed taken at least 40 years apart. Four views of Waterloo taken on Mayday 1967. How to smoke and how to do it properly! Some interesting feedback on a picture published in an earlier issue, gives chapter and verse of where, why, etc., plus two more photographs seeking details. Dearness Valley Junction, LNER described in words and pictures. LNER road transport for horses. Four photographs with good captions of LNER/BR J36 0-6-0s.



The Managing Editor,
AMRA Journal
Dear Mr. Lloyd,

Thank you for supporting the inaugural Narrow Gauge Convention in Australia by publishing information about the convention. If it had not been for the support that your magazine and others provided the convention may not have been the great success that it was. A new committee has been formed to organise the next Narrow Gauge Convention. It will be held over the Easter weekend 1997 (29-30/3/97), The new organisers may be contacted at:

Convention Chairmen,
Western Narrow Gaugers,
c/o P.O. Box 435
Sunbury, Vic., 3429

Once again, on behalf of the organising committee of this year's Narrow Gauge Convention, I would like to thank you for your support.

Yours sincerely,
Grant McAdam

(A report of the Convention is in this issue)

The Editor
AMRA Journal
Dear Neil

Members have been asked to again vote on a change to the (Association's) Federal Constitution. I will not discuss the pros or cons of the recent proposals, but these have raised one question in my mind "Is our present constitution the best for us today?"

Personally, I feel that it was a very good constitution in the era in which it was developed, to suit the situation which existed at that time - relatively small membership scattered across our vast country and with only a couple of Branches owning no property of their own. It unified people with a similar interest Australia wide and allowed for future development of our hobby.

I also feel that the recent suggested changes, which have been made and proposed with the view of making improvements are not the complete answer. I believe our present structure and constitution have more or less outlived their present forms.

In my view, for various reasons we should look to the future and completely rewrite our constitution, as well as the organisation of AMRA. I can hear the shouts and cries and the hair being pulled out, but I feel we must take this bold step to carry our clubs and hobby into the next century.

With the development and expansion over the years more Branches have formed and they now own property. They have also developed their own constitutions, become incorporated and have been required to comply with various State laws. In some cases these may take precedent over the Federal Constitution and

Continued next page

"The Pop Valve" continued

must be approved by the State Governments concerned prior to becoming operative, following their model constitutions. (a)

I feel there is a very important place for a national body to exist in an organisation such as ours to co-ordinate our hobby nationwide in such matters as production of a national publication (Journal), the setting of standards, etc.

I would like to take the bold step of suggesting that the Federal Constitution be rewritten to take the following format for the organisation of AMRA in Australia:

1. That the membership of the national body consist of the Branches and Sub Branches - not the individual members.

2. That the national body be responsible for the publication of a national magazine (Journal). (b)

3. That they be responsible for the setting of standards within our hobby in consultation with like organisations. (c)

4. That a national members' levy be imposed on each member of a Branch or Sub Branch to cover national costs.

That it be responsible for any other national business

6. The President and/or Secretary of the Branch or Sub Branch be the representatives on the national body.

This would allow the Branches and Sub Branches to form their constitutions completely in accordance with their State laws, to suit their own requirements and to set their own membership fees, taking into account the operating costs for the services they provide.

Any person could then join any Branch or Sub Branch irrespective of where they live and in fact could join more than one Branch if they so wish.

This I feel would restore stability to the Federal Constitution and in the long term mean less work for all involved

Stan Moore
Queensland

Many members may well agree, in principle, with many of the views of this correspondent. However, certain aspects need clarification:

(a) *In all cases, the Constitutions of all incorporated State Branches do, in fact, comply with relative State laws.*

(b) *The national body (the Federal C.O.M.) is already responsible for the publication of a national magazine, as the official Publisher of Journal.*

(c) *Standards for the hobby in Australia are and have been for many years, the sole responsibility of the Federal C.O.M. Fundamentally, the matters raised are properly for consideration by the Federal C.O.M. - Editor.*

Electro Motive Passenger E-Units

[A Brief History]

by Barry Bryant

Reprinted from "The Branchline"

This article has been put together because of the recently announced forthcoming release of Life Like's E7 models. As the release will be for both the N scale and the HO scale models, I felt it appropriate to produce it as a separate article rather than include it in with the WA "N-Gauging Report". The idea of the article is to give the members a brief look at the history of the EMD E Units and the major differences between the various models. Of course, the detail on individual units, such as headlights, number boards, etc. varied within the same model depending on the buyer and I will not be going into those details.

In 1930 General Motors Corporation purchased the Electro Motive Corporation and its engine supplier The Winton Engine Company and, through the expertise of these two companies moved into locomotive production. The new company, now called the Electro Motive Division of General Motors, occupied only small premises and because of this had to employ other car builders to assemble its locomotives. However in 1936 that all changed.

The company moved into its own purpose built works at La Grange, Illinois and, from 1937 began building their E or Streamline series Passenger Cab & Booster locomotives, when they produced their EA, EB, E1A, E1B, E2A and E2B models. These were generally very limited production runs, for specific customers, with the EA and EB units being built for the B & O, and the E1's for the Santa Fe. They varied slightly in external appearance in such things as headlights, windows and number boards. They all featured a long and slanting streamlined nose, A1A-A1A bogies and two 900 horsepower 12 cylinder 201A series engines, giving them a combined output of 1800 horsepower, the E designation of these units standing for Eighteen. This was retained even though later units were more powerful. The E2's were built for the Union Pacific Railroad and were built as 2 A-B-B sets for the City of San Francisco and City of Los Angeles trains. They differed from the E & E1's in that they had round porthole windows in the body sides, instead of the square ones, while the A units had a more rounded, bulbous nose similar in styling to the earlier Pullman Standard built M10003 to M10006 locomotives. These early locomotives were an immediate success, not only because of their performance, but because of their reliability.

From 1938, production continued with the E3, E4, E5 and E6 models. The E3, E4 and E6 models all looked similar, with the A1A-A1A bogies, the long slanting nose, grilles on the roof flanking the eight exhaust stacks and rectangular windows and grilles in the body sides. The E5 was similar but were built with stainless steel sheathing on the body [which included fluted lower side panels to match the styling of Burlington's Budd built passenger cars]. Progress at La Grange had been rapid, but at 900 horsepower the 201 engine was reaching its limits. Therefore, EMD embarked on the development of a new series of 8, 12 and 16 cylinder engines. These models saw the introduction of that new engine into locomotive production. This was the 567 series engine [the 567

representing the capacity of one cylinder in cubic inches] and the two engines now fitted to these locomotives were each of 1000 horsepower. Production was steady from 1937, with 171 units being built. However in Feb 1942 production of passenger units was terminated by the War Production Board

Construction of passenger locomotives was resumed in Feb 1945 with the introduction of a new series of locomotives, designated the E7 series. Although sharing the same 2000 horsepower engine rating and body side panels, the E7's were a vast improvement on the earlier locomotives. They benefited from the experiences gained with the construction of the F series freight units which, because of their value to the war effort, continued in production throughout the 1942-45 period. Externally the main difference between the E7 and the earlier E units was the much shorter, steeper F unit [Bulldog] nose. In all, 510 E7's were built between 1945 and 1949.

1949 saw the introduction of the E8's. The E8's and E9's featured the same nose as the E7's but differed externally in having 4 widely spaced round porthole windows in the body sides, a filter grille along the full length of the top half of the side panels, the lack of grilles on the roof, exhaust fans on the centre line of the roof and only two engine exhaust stacks instead of eight. The sketches in Fig 1 and 2 show the looks of the E7 and E8 locos and, although some railroads modified their E7 by fitting a filter grille along the full length of the top half of the side panels, they were still distinguishable by the roof details. The main internal difference between the models was that the E8's were fitted the 567B engines giving them 2250 horsepower, whilst the E9 received the 567C engine and 2400 horsepower. In total, between 1949 and 1953, 457 E8's were built, while 144 E9's followed between 1954 and 1963 when construction finally came to an end. See 'side profile' drawing on next page.

As has been mentioned the E7 is very similar to the earlier E series models and shares the same body side details. It is true that for the more adventurous modellers the E7 is a better base to use if you are interested in modelling one of the earlier E units. However there would be quite a lot of work to do to convert one. The sides and roof line generally followed the lines of the earlier units, as shown in Fig 2. As shown in sketches Fig 3 & 4, the E7 featured the straighter, shorter F Unit [Bulldog] nose with its 80° slope to the horizontal as opposed to the earlier nose which sloped at 70°. However the sloping nose shape would be quite difficult to model, with all its curves. The earlier nose was also much longer, with the doorway positioned midway between the centre and rear axles of the leading bogie, whereas on the E7 and later models it was positioned midway between the front and centre axles. However, speaking for the N scale model, if the new E7 models are to be in a similar price range to the E8 models, then it is the ideal model on which to practise your modelling skills. Another advantage with using this model to use as an earlier E unit, is that the B Units for the E7 and the earlier

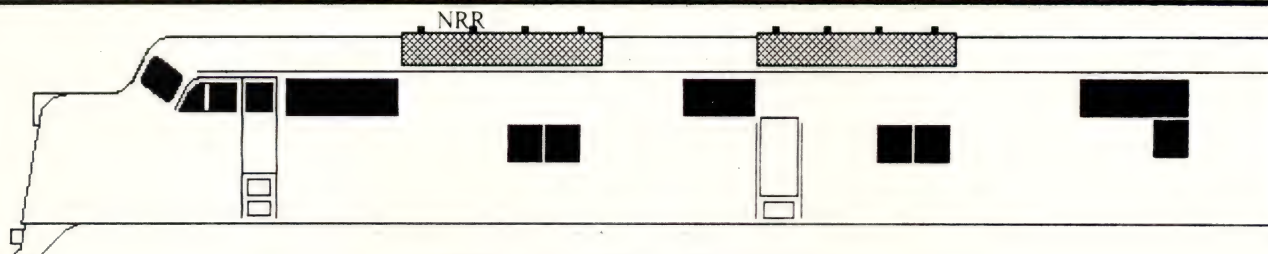


Fig 1
Side Profile - EMD E7A

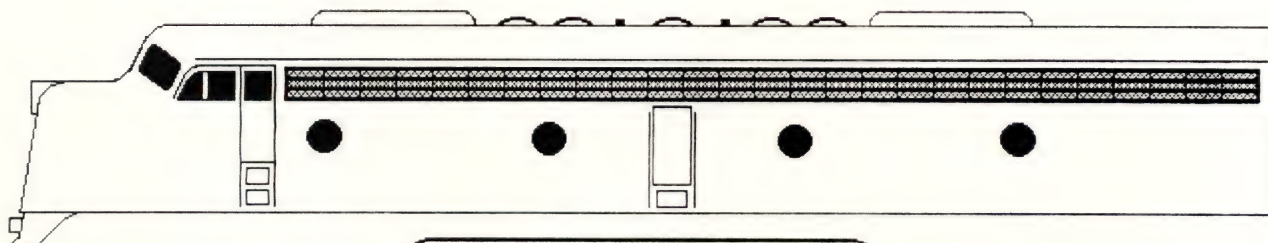


Fig 2
Side Profile - EMD E8A

E units were identical, so you can create an earlier E series A + B unit lash up, with only modifications required to the A unit. See 'nose' drawing below.

The E series instituted the general conversion of the American passenger train to diesel operation. Renowned for their rugged, straight forward construction and their outstanding reliability, the E series, along with the F series freight models, gave EMD the edge over their competitors, a competitive advantage EMD was to retain until the late 1980's and 1990's when GE took the crown as Americas No 1 Locomotive builder.

Details for this article were obtained from Kalmbach Books, "Railroad Reference Series No 10, Diesel Locomotives: the first 50 Years" by Louis A. Marre, and the Lansdown Press book, "The Illustrated Encyclopedia of the Worlds Modern Locomotives" by Brian Hollingsworth & Arthur Co

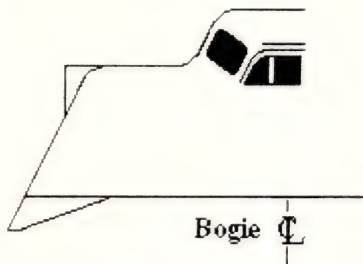


Fig 3
Nose Profile
EMD EA, E1, E2, E4, E5 & E6

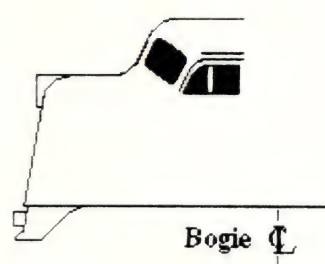
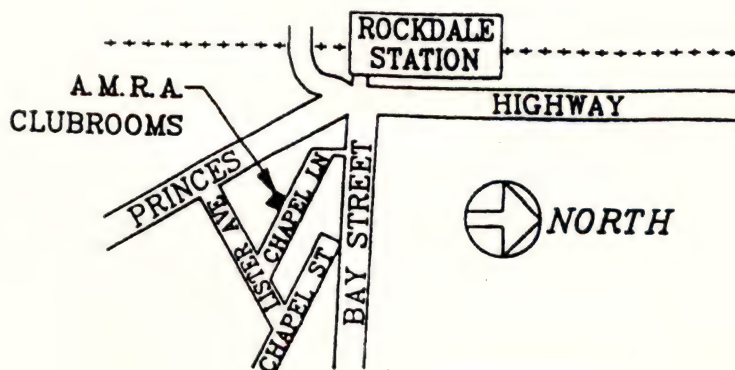


Fig 4
Nose Profile
EMD E7, E8 & E9



State News



President's Piece

After being exhibited at our Open Weekend the next showing of "Wills Street" will be at the Waverley Exhibition, Saturday 28th and Sunday 29th September at the Glen Waverley Secondary College, O'Sullivan Road Glen Waverley.

At the Annual General Meeting our library will be named "The Brian Southwell Memorial Library". The magnificent library we now have is largely due to the dedication and enthusiasm of Brian, over the many years he was our librarian.

Neil Hambly and his exhibition committee have selected the exhibits and set the hall plan for the 1997 Camberwell Exhibition; let us hope we have an increase in attendance over '96. The C.O.M. is looking very closely at the current overall exhibition scene around Melbourne.

Bob Edwards
President

Library Notes

During the last few months I have managed to spend several hundred dollars on "binding" of our magazine collection and replacing some missing copies. With the help of Elizabeth's typing fingers I now have a computer listing of all the books that we are supposed to have. Prints in "Category" and "Author" order are in the library for your use.

Unfortunately the library is still in quite a mess but until I get the long promised additional shelving I will not be able to bring "order" into the present "chaos". It seems that the priority of this job keeps slipping.

It is high time that I acknowledge Roger Howell who donated several books on the subject of Railways in the North of the British Isles and Railways owned Steamships.

Graeme Nitz donated magazines that filled some gaps in the collection.

Mrs Southwell has donated a considerable quantity of mags and books, some of the spare copies were sold at the Open Days to provide much needed funds for the library.

Bill Secker

General Notes

Social Meeting - Held 11th July, 1996

Bob Edwards, President
Blair Westerman, Acting Secretary
New Members - Nil
Visitors - Nil

Photo Competition

Signal on a Wooden Post.

Model Competition

Standard Category, one entry only, from Bruce Race an SRA bulk milk wagon. Model featured two tanks of standard 6.1 metre ISO dimensions mounted on a 14.4 metre NQSF skeletal container wagon. Unfortunately for Bruce one entry does not constitute a competition.

Models/Items For Display, Private.

Bruce Race showed an example of a SRA skeletal container wagons he is scratch building using a combination of brass and styrene.

Peter Ogier showed an 0-4-0 live steam loco from the UK, named Hercules, it is a delightful little loco and simple to operate.

Bill Mackenzie showed an LGB Rhätische Bahn loco of the class Ge4/411, plus some of the latest RhB coaches now fitted with capacitors underneath to provide flicker free lighting, even when standing still. Bill also had two 0-4-0 locos, one from LGB and the other from the LGB Lehmann range.

Stuart Pattison showed one of the new Walther's 'Trainline' General Electric Dash 8 40B locos in Burlington Northern colours (what else). Stuart also had some information on a software product titled CadRail version 5, which runs in Windows or Windows 95. Just the thing for designing your layout by computer.

Peter England showed some kits of Travelling Post Office vans from Southern Pride of the UK.

Items of General Interest

The Assets Register was finalised on the weekend of 21st/22nd of June. Thanks to all who assisted with this project, the listing of all items held at Wills Street is now complete.

A new Agenda for Branch activities for the next six months is now available.

Nomination Forms for the Committee of Management are now available from the Secretary.

Slide Presentation by Committee Members

Slides were presented by two members of Committee. The first was Stuart Westerman with a selection of Australian railway slides covering the period from 1970 to 1987. The areas covered were Victoria, New South Wales and South Australia. For those of us who have been interested in local railways for most of our lives these slides were great to 'remember when'. There were views of the Bethunga Spiral in the 70's (now hasn't that changed), shots of the Overland with blue S class up front and many scenes from New South Wales with locos and carriages in red and chrome livery, which in my humble opinion, when clean, was a great livery. All great to look back on; thanks Stuart.

The second presentation was from Robert Bogie, just back from a trip to Europe and North America. As Robert explained the slides were straight out of their boxes and had not been culled. As is normal for Robert there were great shots of European trains taken in the cities and the country. Most of the slides were of trains in Germany, Austria and of course Switzerland. What is surprising to most of us is the variety of colour schemes on coaching stock, particularly on trains from Germany and also the vintage of the rolling stock in those countries. Very little would be older than twenty years and most would have been made in the last ten years and very, very, clean. Small wonder rail is still very popular for travel within Europe. The trip to the East and West coast of the USA and Mexico was a bit of a contrast, with mergers of large operators still under way. With large scale pooling of motive power, there is certainly much locomotive variety to be seen on long distance freights. In a few areas there is some very modern equipment in use, but overall the impression appears to be, 'make do with what we have until the dust settles'. If you really want to get depressed about the North American scene just a few of Robert's slides taken of rail operations in Mexico would be enough. All I can say is, Gosh! But I suppose if you want to get

photographs of those old locomotives still in service, then it's the place to go. Once again Robert thank you for an interesting and informative slide presentation.

Social Meeting - held 8th August, 1996

Bob Edwards, President
John Harry, Secretary
Visitors - Nil.
New Members - Nil.

Model Competition - Standard Categories

First was Robert Bogie with a Deutsche Bundesbahn coach. Runners up were John McClure with an Atchison Topeka and Santa Fe reefer and Bruce Race with a model of a New South Wales 421 class loco No. 42101 in Candy livery.

Photo Competition

Freight Wagon with a Victorian Railways logo.

Models/Items for Display Commercial

Rail Transport Models, Australia. Some more wagons from E & C Shops, in both N and HO gauge. Coalporters in different road names and Mill Gondolas in 52' 6" and 63' lengths. E & C Shops have announced that they will be producing the GP9 in the near future.

Private

David Morrison with a Tenshodo FT A and B unit. This loco set is very old and has been restored by David with extra details added. David says it runs very well.

Stuart Pattison with the new Atlas C30-7 in Burlington Northern livery.

Agenda Item - Norm de Pomeroy, a Victorian Railways engineman

Norm started with the railways in 1949 at 19 years of age as a junior clerk. In 1950 he transferred to North Melbourne Loco as a trainee engineman. He received his drivers certificate in 1955 and transferred to Cressy in 1959 but by 1962 he was back at North Melbourne Loco. From there he was also able to drive the NA class narrow gauge locos in the Dandenongs before the operation was handed over to the Emerald Tourist Railway Board. Norm has had the privilege of driving 4472, The Flying Scotsman, when it was in Australia. He also drove the last Sydney - Melbourne Express in 1989 with a train of 17 cars weighing 850 tonnes and hauled by G522. Of course Norm got it into Spencer Street station right on time. Norm is married with two sons and two daughters. One of his daughters made history when she hired a complete Puffing Billy train for her wedding. No, Norm was not driving on that occasion. One of Norm's sons drives for the National Rail Corporation. One of the interesting items raised by Norm was the high rate of attrition on trainee drivers at that time, out of every 50 who started only 1 or 2 actually became drivers. Shift work, long hours, dirty working conditions, long periods away from home and low job esteem from the general public, all this took its toll on the young men of that time. Also it took four to five years to qualify and then to drive, you had to wait for a vacancy to occur, some-

where, anywhere! Late running was not accepted, engines (steam) were generally worn out and due for replacement, the quality of coal was getting worse and the R and J class arrived too late, as diesels were already making inroads into train running. In those days most of your driver training was on the job, with regular exams on a one to one basis with an Instructor. Today by contrast a lot of it is done by simulators, where different driving situations can be presented to the trainee driver without him having to drive an actual train. Remember also that to qualify to drive on a certain route the driver had to know every signal on that line and where they were. Woe betide him if he went past one without authority; it usually meant a fine, or worse, going on reduced pay and having to re-qualify. After Norm's talk on his life as an engineman it's a wonder the railway system continued to operate at all during the 1950's and 1960's. At the conclusion of his talk the President thanked Norm for his detailed presentation and the accompanying slides which showed what was and in some cases, what is still the lot of a railwayman.

Geoff Brown

Programme

SEPTEMBER

- 25 WED 1000 Junior Running Day
BYO train
27 FRI 1930 Timetable Operation
General - Era 3/4/5 (1945 to present)

OCTOBER

- 6 SUN 1330 Timetable Operation
UK prototype (General)
10 THU 1930 Social Meeting - European
Slide Night Model -
Standard Categories
Photo - Non-suburban
Railway Hotel
12 SAT 1300 Timetable Operation
BYO train
18 FRI 1930 Timetable Operation
Australian prototype
(General)
19 SAT 1000 Junior Running Day
BYO train
25 FRI 1930 Timetable Operation
Dutch - Era 3/4/5 (1945 to present)
31 THU 1930 Clinics - Bob Dall, Railway
Photography

NOVEMBER

- 3 SUN 1330 Timetable Operation
Australian prototype
(General)
14 THU 1930 Social Meeting - Guest
Speaker, TBA Model -
Standard Categories
Photo - Loco in new V/Line
Pass Livery
15 FRI 1930 Timetable Operation
USA prototype (General 1970
to present)
16 SAT 1300 Timetable Operation
BYO train
23 SAT 1000 Junior Running Day
BYO train

- 29 FRI 1930 Timetable Operation
Austrian Era 4/5 (1968 to present)

DECEMBER

- 1 SUN 1330 Timetable Operation
USA prototype (General)
12 THU 1930 Social Meeting - Peter Ogier
Presents:- A Garden Railway
Christmas Party
Model - Open Standard
Categories Photo - Rail
Serviced Grain Silos
14 SAT 1300 Timetable Operation
BYO train
20 FRI 1930 Timetable Operation
USA prototype (Western
1950/1960)
27 FRI 1000 Junior Running Day
BYO train

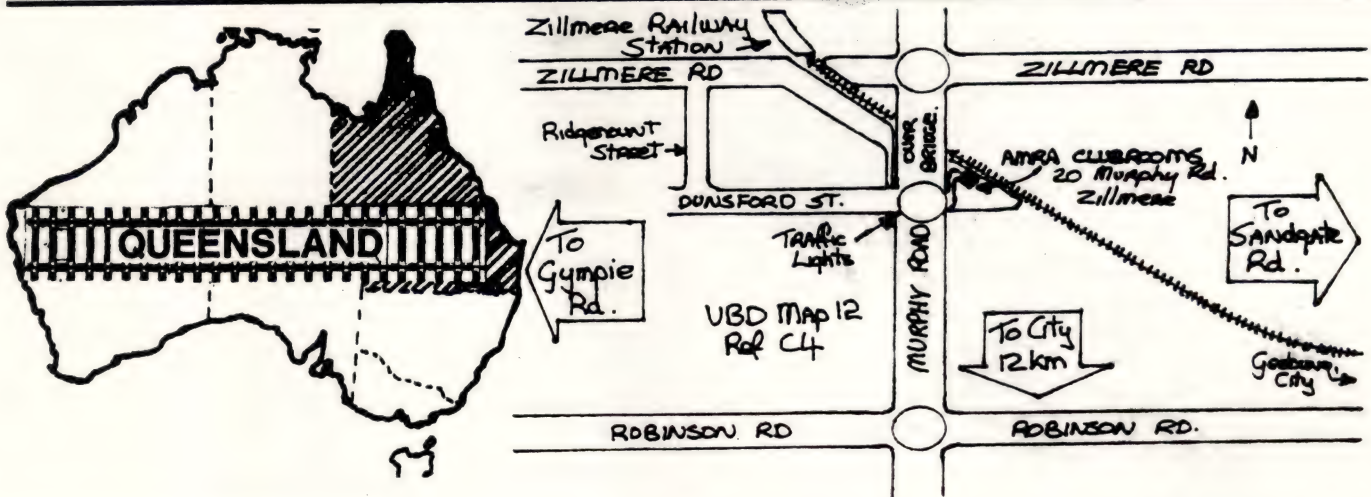
JANUARY

- 5 SUN 1330 Timetable Operation
UK prototype (General)
9 THU 1930 Running Night - No Meeting
11 SAT 1300 Timetable Operation
BYO train
17 FRI 1930 Timetable Operation
Australian prototype
(General)
22 WED 1000 Junior Running Day
BYO train
30 THU 1930 Clinics - Richard Ross, fitting
a Northern Models body to an
Atheam mechanism

Local News

For those Victorian modellers considering buying the Trainorama (now to be known as Austrains) 80 class diesel-electric, you now have the perfect excuse. As from June 1996 the SRA 80 class are now permitted to run into Victoria. The only problem is that those seen to date are in Rail Freight Blue. The first batch of the Trainorama version is only going to be in Tuscan and Bicentennial, with possibly later batches in other liveries and road numbers. If you are serious about an 80 class in RF Blue, then send a letter or fax to John Easie via Tom's Discount Warehouse (see advert in your latest copy of AMRM) to make sure it happens. Other locos likely to be seen in Melbourne now are, Australian National ALF, BL (in both AN and NRC colours), CLF, CLP, GM (as in GM40, 42, etc) and DL and EL. Other locos are the Silverton Tramway 442 class (tramway gold and blue livery) and from the SRA there is the 422 class, 81 class and of course the 80 class. Rumour also has it that the ten ex V/Line C class presently operating on the Melbourne-Adelaide route will be put into storage when National Rails new locomotives arrive. That is assuming NRC are still in business by then. Keep those camera's clicking.

The Victorian Sprinter rail cars are progressively being fitted with Track Circuit Assistors (TCA's). The equipment will guarantee the correct operation of track circuits associated with level crossing signals. This should avoid the embarrassment to the PTC of Sprinters rushing through level crossings at 130 km/h without activating the crossing lights or booms.



Clubroom News Update

Members were invited to bring their trains on 17 August and there was a large roll-up of about 40 members and many trains, all ready to have a run. Notable trains which caught my eye were as follows:

(1) Brian Mitchell's NSWGR mixed freight (milk, wheat, coal, general & departmental) vehicles, mostly assembled from kits, headed by a whitmetal/brass AD60 Garratt. Never did I previously think such a grimy dark grey assemblage would have such appeal.

(2) Don Warn's NSWGR (again?) North West Mail double headed by brass/whitmetal 32 and 35 class locos (the 35 finished 8 months ago) all dressed up and ready to split at 'Werris Creek' as necessary.

(3) Bob Shelberg's 'Sunlander' consisting of several completed passenger coach kits, and 'headed for Cairns'.

A pleasant afternoon was had by all who attended.

In order to allow members to catch up with running trains, further construction work on the layout has been temporarily suspended.

Ray Adams

Clubroom News

Progress on the large clubroom layout has continued rapidly, with many members willing to help in construction; so much so that it has not always been easy for me to keep up with their requests for jobs to do. However, I hope everyone had a go at something and gained new skills.

On Sat 3rd August, the mainline controllers were connected and at about 3 pm, the first 'real' train operation commenced. The first trains were Don Warn's C36 NSWGR train and Chris Malone's 5045 and US freight train. These departed from the opposite ends.

The layout measures 14m x 7m. It is in the form of a long, low "G" having 3 long fingers. 100m of single track mainline has been laid with 2 main stations and 5 intermediate ones with passing loops where trains may cross or pass. Provision has also been made for continuous running.

The layout concept has followed members' suggestions to give prototypical operation without complex control panels or complex

wiring. The mainline controllers between each station act as form of safe working. The layout can easily handle 6-7 trains at any one time.

The HOon 3.5 (12mm) roadbed is 80% complete, thanks to Ray Adams, with Jim Bilby following closely with the cork underlay. Track laying is planned before the end of this year. The 12mm line is to be a return loop-to-return loop with 40m of line and 3 stations.

The layout is still in the plywood "bare bones" stage. We hope to fully evaluate all ideas before and after installations so that the final result, some time in the future, will be the best possible. A Layout Ideas Book is in the Clubrooms, so members can enter ideas as they come to mind.

On Saturday 10th August, we had a special run for Bob Gallagher and his AMRM team, as well as country members and modelers from Mackay, in Brisbane for the Queensland Modelling Day.

From the Secretary

To start my piece this issue a little bit of bad news. We have heard from the Poker Machine Benefits Fund to let us know that we have been unsuccessful with the first round of distribution. There are still three rounds to go so maybe we'll come good with one of those. My next piece of news will probably floor you, so it may be best if you were lying flat on the floor. With the completion of our club rooms and the granting of our Classification Certificate, the City Council has reviewed our rates. We have gone from \$278.75 to \$797.10 a quarter; they don't miss you. We've appealed the increase and been knocked back. We have another appeal in through our local alderman, so hopefully this one will be more successful.

By the time you read this it's hoped to have the last major job around the club rooms completed, this is the rebuilding of the garage. The garage is in very poor shape and needs attention desperately.

The Branch Management Committee is looking to produce a small book for release a next year's May model railway show. It's to be called "QUEENSLANDS RAILWAYS" and will feature the railways both past and

present to be found within the state. Format will be A5 size featuring 24 coloured and 76 black and white photos. To date we've had several quotes to produce the book and it is definitely viable. Stan Moore and Steve C are leading the production team and from early reports have enough good quality photographs to do three books but if you have something you feel is good enough for inclusion in the book contact Stan or Steve.

I had the good fortune to attend the "Modelling the Railways of Queensland" back on the 10th of August. Our branch members were heavily involved in the activities of the day. Kerri Hayes & Co ran the canteen, Steve C, Arthur Robo & Tony Weber organised the day and then Steve C, Don Warn, Jim Fainges, Arthur Hayes, Steve Malone, Les Downey and Gary Schwarzrock all did presentations while Stan Moore presented a slide show. Jim Bilby and myself both presented small demos. These types of days are always good. They do not have the pressure like the shows and whether demonstrating, watching or just hanging around you always learn something. Happy modelling

Bob Mawson.

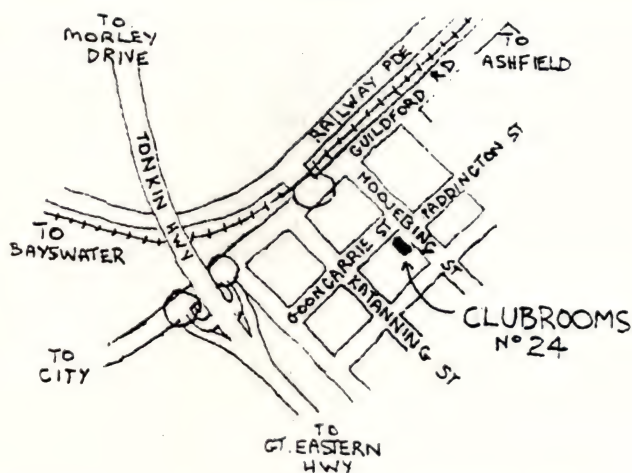
Tip

For those who model North American - Canadian Pacific in my case - and use Kadee couplers, here is a little tip.

The new Walthers "Scale" cars - small four wheel carriages with a specific weight for scale testing - are nice kits, but Kadee Number 5's are difficult to fit to them. I use the McHenry couplers which are self centering. The Kadee brass centering spring is too big to fit into the coupler pocket of this kit.

I haven't tried the "Steam Era" knuckle couplers, but they may work as well in the tight coupler pockets.

Duane Foster



Programme

September

- Friday 20th 'N' Scale Special Interest Group meeting - Decalling Note 9
- Saturday 21st General Club Activities Note 1
- Monday 23rd Possible Australian Railways Special Interest Group meeting - see 'Special Interest Group News'
- Wednesday 25th General Club Activities Note 1
- Friday 27th Southern Railway Modellers of WA Special Interest Group meeting - Weathering techniques Note 10
- Saturday 28th General Club Activities Note 1
- Monday 30th Slide Night Note 11

October

- Tuesday 1st Great Western Railway Special interest Group meeting - provisional 'topic' - 4-6-0 tender locomotives
- Friday 4th 'N' Scale Special Interest Group running night Note 4
- Saturday 5th "Have your say" and General Club Activities Notes 12 & 1
- Monday 7th Moving the good oil Note 13
- Wednesday 9th LMS Modellers of WA Special Interest Group - Breakdown trains Note 3
- Saturday 12th Special Project Afternoon/General Club Activities Notes 14 & 1
- Monday 14th SN3½ Special Interest Group meeting Note 2
- Wednesday 16th Bring and Show Note 15
- Friday 18th 'N' Scale Special Interest Group meeting - 2mm Fine Scale Note 16
- Saturday 19th General Club Activities Note 1
- Monday 21st Video footage of BRMA layouts in Brisbane Note 17
- Saturday 26th General Club Activities Note 1
- Sunday 27th Open family day at Northern Districts Model

- Engineering Society - see 'Advance Information'
- Monday 28th Possible Australian Railways Special Interest Group meeting - see 'Special Interest Group News'
- Wednesday 30th General Club Activities Note 1

Programme Notes

Note 1

At General Club Activities meetings, you may use the Branch facilities more or less as you wish [provided you recognise the feelings and entitlements of other members] - you may run your own trains on the Branch's layouts [Sn3½ models may have difficulty in passing the platform edges on 'Haltwhistle'], or you can use some of the Branch's gear [see the Duty Officer for access to the models]. You are welcome to assist with work on the various layouts, Student Members are encouraged to assist in the development of the Student Members 16.5mm gauge layout. Our video, book and magazine library is at your disposal, to browse, borrow to take home, or to play your selected video on the Branch's VCR. You may also make use of our Work Station for that job you haven't been able to do at home - you must be accredited for the use of the Lathe and Air-Brush [see the Duty Officer for access to this equipment.] If all these activities seem a bit too arduous, you can chat away to like minded railway modellers. Having trouble with your latest project? Don't know where to find the answer? Find the Duty Officer and he will either answer your question[s] or find someone who can.

Note 2

Are you interested in modelling the local scene? At the Sn3½ Special Interest Group meetings you can try your hand at building a model of a fairly simple WAGR prototype, under guidance of experienced modellers, and as you develop the necessary skills progress to more complex models. Most of your modelling requirements can be obtained through either "Paddington Market" [styrene sheet, MEK, soldering flux, etc.] or from the Railwest Models sales person present [wheels, compensation units, castings, brass rod, and various kits, etc..]

Note 3

These monthly meetings of the LMS Modellers of WA aim to inspire modellers of the London, Midland and Scottish Railway, its many constituents and its successor, British

Railways [London Midland Region] to greater heights. Fired up by the example set by the Southern Modellers SIG, the LMS Modellers will take a look at several LMS station layouts to see if any of them have enough interest and potential to be considered as a possibility for a future exhibition layout.

Note 4

The 'N' Scale Special Interest Group meetings are designed to allow active modellers in 'N' scale to enjoy some running on the Branch's "West-N-Track" layout. However, you don't have to be an 'N' scale modeller to participate in these meetings.

Note 9

Decalling by Ian Wood. By popular request a repeat of a previous talk/demonstration; this will follow the same format in that we will explain the various types of decals and will demonstrate how to apply them. We will probably also look at some different types of decals than those demonstrated in the previous talk.

Note 10

Members interested in the Southern Railway, its constituent companies and British Railways [Southern Region] are welcome at the Southern Railway Modellers Special Interest Group meetings. The Group also meets elsewhere to continue their construction of an exhibition layout based on Alton, Hampshire. If you wish to become involved contact Mike Sibley on 496 1243. The subject for this meeting is 'weathering techniques' by Terry Hammond, a member of the SIG, who is also a Military Modeller. If you've seen military modellers terrain dioramas you will have an insight into the expertise needed to make everything look 'gungy'.

Note 11

There's been plenty of time since the last Slide Night for our shutter-bugs to have used up a few rolls of film. Here's your opportunity to show off your work. Try to keep to model railway or railway slides, if possible. Tell us a bit about them as they are projected. Maximum 20 slides each please.

Note 12

The intent of this meeting is not to usurp the rightful responsibility of the Branch Management Committee to manage - this meeting should be regarded as advisory, giving the Branch Management Committee useful feedback on what they're doing [right or wrong] and giving them 'food for thought' on possible changes or improvements.

Note 13

Alan Porter will trace the history of moving petroleum products by rail and will look at the various models which are available to modellers of the railway of Britain [in particular], U.S.A, Australia and Europe. [As a former Senior Exec. in the 'oil' industry he knows a thing or two about the subject. Ed].

Note 14

This Special Project Afternoon is for the enveloping, Post Code sorting, etc., etc., of the next issue of 'The Branchline'. The Branch facilities will be available for General Club Activities [Note 1] following the completion of 'The Branchline' task.

Note 15

Bring along your latest project or whatever you're currently doing in active modelling, or your latest acquisition or present. . . . BRING it [or them], SHOW it [or them] to the other members present and talk about it/ them for a few minutes.

Note 16

John Benchley will explain what is 2mm fine scale: how it varies from 'N' scale, and will look at hand made track and points, converting from 'N' scale, etc.. John is a member of the 2mm Society and will demonstrate the differences between 'N' scale and 2mm finescale. Information on membership of the 2mm Society will be available

Note 17

Alan Porter attended the 1996 Convention of the British Railway Modellers of Australia in Brisbane in July which included visits to a number of the best [and largest] model railways in the Brisbane area. Come along tonight and see how modellers in a city not that much bigger than Perth shape up.

Meeting Information

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [right opposite to Paddington Street]. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which control the railway crossing opposite the Cresco fertiliser works. The times of the meetings are as follows:-

Mondays and Wednesday: 2000

Fridays: 1930 Saturdays: 1330

The Duty Officer will open the Clubrooms at least 15 minutes earlier than the times specified above.

Visitors are always welcome - just come in and introduce yourself to the Duty Officer, if it isn't obvious who the Duty Officer is, please ask someone to find him for you.

The Duty Officer will show you around the Clubrooms, which we know to be the best of any model railway club in Western Australia and possibly anywhere else in Australia! and introduce you to other members whose modelling interests are similar to yours.

Members pay a small fee at each meeting; this covers some of the general operating expenses of the Clubrooms and entitles members to free hot refreshments [tea, coffee, Milo] and a biscuit [or two]. Visitors are not required to pay a fee unless they keep coming to the Clubrooms week after week without even giving a hint about joining the Association [and, thereby, the Branch].

Canned soft drinks are available from the

refrigerator in the Meeting Room, the key is held by the Duty Officer. Cordial and chilled water are also available from the refrigerator at no cost.

*Simon's Scribblings***Clubman of the Year Award**

At the A.G.M. it gave me great pleasure to be able to present the "Ted Thoday Encouragement Award for the Clubman of the Year" to Norm Turner. Norm is one of the Branch's quiet achievers. He is almost always there, usually early enough to open the Clubrooms and have the kettle on by the time anyone else gets there. Norm has also worked tirelessly to ensure that we remain supplied with the essentials of life, namely tea, coffee, biscuits, soft drinks, paper towels, toilet paper and all the other things that we consume at the club and that go to make life civilised. On top of all this, he has put in long hours as 'gaffer' of the "Haltwhistle" layout organising the work programme and the team of workers who brought the layout up to an exhibitible standard for this year's exhibition.

Congratulations Norm**Annual General Meeting and New Committee**

Thank you to all those members who turned out, and up, despite the appalling weather to ensure that we had a quorum for the AGM and to participate in this important meeting of members. As part of the proceedings I presented my report to members and our Treasurer, Alan Porter, presented his report on the Branch's finances. Copies of these reports are available, on request, from the Branch Secretary.

I would like to welcome to the Management Committee the new members elected at the A.G.M.. These are Dennis Ling, Rod Tonkin, and Dennis Walker. It is good to see some new faces, with some new ideas, join the team. Dennis Ling served for a short period at the end of the last Committee term, having been co-opted onto the Management Committee to fill a vacancy. Welcome aboard guys.

I will also take this opportunity to thank all the members of the 1995/96 Committee for their work and support during the last 12 months. It is gratifying to see that many of them are continuing on Committee and are full of enthusiasm for the forthcoming year.

Geoff Bell and Gary Arcus are the two retiring Committee members. Their personal work commitments are currently taking up too much of their leisure time to allow them to continue devoting time to 'official' duties. On behalf of all Branch members thank you most sincerely for all the hard work you have both put in to the running of the Branch over the years. I know you will remain active members within the limitations of your work commitments.

Constitutional Amendments**Ballot**

Members will have received an envelope containing a voting form for a proposal to

amend the Constitution of the Association either via 'Journal' or, for Family Members, through the post.

A number of Branch members have enquired how they should vote. This is a matter entirely up to each member's own feelings but I would point out that the proposed amendments were put forward by your Management Committee as a consequence of a matter raised at the 1994 Annual General Meeting of the Branch.

I suggest, therefore, that you consider voting IN FAVOUR OF THE PROPOSED CHANGES but it is entirely up to you. Whichever way you decided to vote, your ballot paper in its entirety must be received by the Returning Officer before Sunday 1 September.

Clubroom Extensions

The Bayswater City Council has advised our builder that the approved plans and Building Licence are ready to be picked up and by the time you read this should be in our possession. The only changes that I am aware of relate to the provision of a fire hose reel and a fire sprinkler over the roller door. At present, the Committee anticipate being able to start construction within a couple of months. Stay tuned for developments.

**Simon Mead
President.**

Your Committee and their Responsibilities

Simon Mead	Competition Coordinator Overall coordination of 'The Branchline' printing and distribution
Dennis Ling	Layouts Coordinator Exhibition Manager ModelRail Coordinator
Barry Bryant	Branch Registrar Publicity and Promotion Bereavement Assistance Scheme Registrar 'N' Scale Special Interest Group Coordinator
Alan Porter	Programme Coordinator Clubrooms Maintenance and Development
Gary Pilmoor	Sales Coordinator
Norm Turner	House Officer
Rod Tonkin	Branch Librarian
Matthew Turner	Assistant Branch Librarian
Dennis Walker	Auction Coordinator

As you can see some of the Committee have a lot of work to do, particularly when they are also Duty Officer at the clubrooms. I ask all members wishing to seek assistance from any of these gentlemen to have a little patience if they are busy. Thank you.

**Simon Mead
President**

ModelRail '96

This will happen/take place at the Branch clubroom's Moojebing Street, BAYSWATER, from 1000 to 1700 on Sunday 1 December. This year's theme will be 'the Infinite Variety of Model Railways' and we hope to have layouts of various sizes, scales, gauges and prototypes just to show how widespread the hobby

really is. Arrangements are in hand and more details will be available in the October issue of 'The Branchline'.

ModelRail cannot happen without your support and assistance. In the next issue of 'The Branchline' I will be asking for volunteers to assist with the 'administrative' tasks involved in 'setting up', running and 'take down' of ModelRail; please make a note of the date in your diary and volunteer as much of your time as you can spare.

You can also support ModelRail by attending as a paying customer - there will be plenty of interesting things to see and modellers to talk to.

An important part of ModelRail is the annual Railway Modelling Competition. Entries will be received at the clubrooms from 1000 to 1100 on Saturday 30 November and judging will take place during the remainder of that day; trophies will be presented late on Sunday afternoon.

Entry forms will shortly be available from the Duty Officer at the clubrooms or by mail from the Branch Secretary or myself; the completed entry forms must be returned by Saturday 23 November.

Even if you've tried before and not succeeded, have another go and give the Judges a hard task to decide which is the best in each category.

Dennis Ling
ModelRail Coordinator.

Some Recent Books

Spotted at the end of June in Angus and Robertson's Hay Street, Perth store were a couple of books that may be of interest to our readers.

"Railway Relics and Romance - The Eveleigh Railway Workshops", photographed by David Moore, published by Caroline Simpson. ISBN 0 9596232 1 1 [limited edition] or 0 9596232 1 3. 120 pages, Price \$69.95.

A large format, high quality book of well produced photographs of Eveleigh Railway Workshops and its people. Extensive captions. At a brief look in the shop appeared to be good value for its price.

"Australian Railway Disasters" by Kenn Pearce, published by IPL Books, 224 pages, ISBN 0 908876 85 8. Price \$29.95 Fabric covers, approx. 180mm x 240mm. Photographs and text. Again appeared good value.

'Tooling' Around

Geoff Bell our Vice President for 1995/96, took on the rôle of Equipment Officer when the 'jobs' on the Management Committee were being doled out in July 1995. The main objective he set himself was to get some order into the hand tools purchased by the Branch over the years and which had degenerated in quality and quantity over those same years. Geoff was, at that time, acting as 'consultant carpenter' to the Student members for the construction of the baseboard framing for the layout which they were then in the process of building. Geoff is a skilled craftsman and he was appalled [as I had been and, I am sure, many other members were] by the state of the Branch's handtools. Many were blunt or broken, many were missing - how on earth could good carpentry and other work be done with such poor quality and so few tools? - unless

you bring along your own tools, as some of us do!

The tools were stored in a very heavy toolbox, usually thrown in 'higgledy-piggledy', and often when he needed a particular tool that he knew we possessed, it was no-where to be found, for it had been in use on one of the Branch's layouts and it had not been returned to the toolbox after use. He had to go searching in all the nooks and crannies on and under the layouts to find what he wanted.

It was all very unsatisfactory and Geoff set about improving things. The first thing was to organise an audit of what tools the Branch actually possessed and their condition - in this he was assisted by Stan Major. The second thing was to organise a board on which to hang the tools so that they could be seen - I installed a peg board above the work bench at the far end of the Layout Room and, having procured some peg-board hooks, set out on the board what tools we possessed at that time. The intention was that eventually, outlines of the tools would be drawn on the peg board, making it into a 'shadow board' and making it easier to see if a tool was in use, away from the work bench.

The third thing was to improve the Branch's collection of tools and in December 1995 Geoff submitted a proposal to the Management Committee for the purchase of additional tools to improve the range and the quality of those owned by the Branch. Geoff also proposed a 'token board' be established so that tools in use could be 'flagged' accordingly by those who were using them, thereby introducing some accountability for the return of the tools to their correct places and for their condition.

The recommended purchases were approved by the Management Committee in February and some \$160.00 was spent acquiring the new tools. Geoff also organised the sign writing of the 'token board' and the purchase of suitable tokens but, before he was able to implement all of his ideas, a change in his job made it impossible for him to come to the Clubrooms as frequently as he had been able previously. This also led to Geoff's decision not to seek re-election this year.

Consequently, I have made it one of my 'Maintenance and Development' Projects around the Clubrooms to complete what Geoff had started. The newly purchased handtools are being marked with the Branch's identification, various layouts for all the tools on the peg-board are being trialed prior to painting in the 'shadows' and the 'token board' has been installed. All that is now needed is that members using the Branch's hand tools follow 'The Rules', which 'for starters' are as follows:-

If you intend to use a handtool at the work bench, take the tool off its hook on the peg-board, use it with care for its condition and your safety and when finished with it [and particularly, when you have finished at the work bench], REPLACE IT ON ITS HOOK ON THE PEG-BOARD.

IF YOU ARE INTENDING TO USE A HANDTOOL AWAY FROM THE WORK BENCH, write your name on the 'token board' with the felt pen supplied. Then, taking some tokens off the hook next to your name, place a

coloured token on the hook on the peg-board from where you have taken each handtool you intend to use.

When finished with each tool, return it to its hook on the peg-board and return the coloured token to the hook on the 'token board' next to your name. When you have returned ALL the tools you have been using and ALL the coloured tokens are back on their hook, wipe off your name with the cloth hanging from the hook at the bottom of the 'token board'.

This system SHOULD enable ALL members to find and use the Branch's hand tools without too much complication. If you want to use a hand tool and it is not on the peg-board, the colour of the token on the tool's hook will tell you who is using it - all you've got to do is to find him/her and beat him/her into submission!

Suggestions for the purchase of additional hand tools should be made in writing to the Secretary, either direct or via the Duty Officer. It will take a few months to decide on what is the best layout for the tools on the peg-board and until then there will be some flexibility on which hole the handtool hook fits. But please, do not make any changes yourself unless you have the agreement of myself or the Duty Officer.

Once the system is 'up and running', I intend to move on to my other 'Maintenance and Development' projects around the Clubrooms and it would be nice if a member who comes to the Clubrooms fairly frequently could volunteer to be the 'Tool Gaffer', reporting to the Layouts Coordinator [Dennis Ling] and keep the system going

Alan Porter.

Oil Over Troubled Waters

The 1996 AMRA WA Branch Exhibition was a learning experience. The weather changed in two days from bone dry to wet. On the weekend prior to the exhibition all motive power to be exhibited was trialed on the layout. Everything worked smoothly and without fuss.

On the first morning of the Exhibition, operations were a disaster. Arcing from the loco wheels was a major problem. The ensuing erratic loco running caused a rash of derailments. Cleaning the track with the traditional, for me, Peco track rubber brought no improvement.

Martindale Creek is not a new layout. This was its fourth appearance at an exhibition. The problems couldn't have been teething problems. On that morning railway modelling was not much fun.

Help was at hand. The stand next door was Stanbridge's Hobbies, they had some Peco 'Electrolube' on their stand. A tube was purchased. I had never tried this product before. When things get this bad you'll try anything. For once following the instructions [this was a serious situation], I smeared some on the track. My usually trustworthy but this day delinquent Athearn GP38-2 was placed on the Electrolubed track. To my joy when the throttle was opened it smoothly moved off. Similar treatment to the rest of the roster had an identical effect.

Operations for rest of the exhibition were smooth. The track didn't need continuous

cleaning. The locos performed smoothly. Derailments of wagons due to erratic loco performance disappeared. Loco wheel arcing was reduced.

The track on the layout is a mixture of Peco and Hornby copper nickel rail, Life-Like brass rail, Bachmann and Tyco steel rail. The locos are from Athearn, Bachmann, Lima and Walther's Trainline. Most rolling stock has plastic wheels [Athearn, Tyco, Bachmann, IHC].

Peco Electrolube is a patented product. They do not list its contents. However it functions - it worked for me. It had no injurious effects on traction tyres on my Lima locos. Loco traction was unaffected. 'Gunge' build up on loco and wagon wheels was no more than usually encountered at exhibitions. Truly 'Oil Over Troubled Waters'.

Rod Tonkin

In The Market Place

Moojebing Market

Things have gone a bit quiet at the 'Market' in recent months and as a result there is quite a lot of space available for any surplus model railway equipment which members may be wanting to quit. Also, with due respect to those members whose gear is currently on display in the 'Market' showcase, what we have for sale at the moment is a bit 'dated' - we want lots and lots of 'new' gear to return the 'Market' back to the level of excitement that it had in the past.

Remember, you set the price you want, we do our best to sell the item[s] and all we take is 10% for our efforts. We generally pay out every four to five weeks for any sales made during the previous month and each time we give you a statement on the items that have been sold and the items that still remain to be sold. Of course, if you set your prices too high, it may take quite a while for the item[s] to sell but you are always at liberty to reduce the prices you want.

**Gary Pilmoor
Sales Coordinator**

Paddington Market

I am sorry that stocks of some sizes of styrene sheet have become exhausted in recent weeks and stocks of most other sizes are quite low. But, relief is in sight, for by the time that you read this, I will have taken the opportunity of a week's leave to get out and buy styrene sheet in a big way and to cut the sheets up into the appropriate size.

A new item of which we have limited stocks is a clear polypropylene 'lunch box', 250mm long x 165mm wide x 130mm deep, with the sides and ends tapering 15mm from top to bottom. There is a harder, more rigid plastic, loose fitting lid. And the price ONLY \$1.00 EACH!!!!

One slight disadvantage is that there is a 'keyhole' at one end. This hole was designed to take the tap of a 'bladder' containing spring water [or was it Chateau Cardboard?? Ed.] for that is what the 'lunch boxes' were apparently designed for! The 'keyhole', made up of two holes 44mm and 34mm diameter, is easily covered with a piece of plastic cut from an ice cream container lid, which can be glued on with a rubber based adhesive such as

'Kwikgrip', so making these 'lunch boxes' very convenient boxes to hold loose items or, without the ad hoc covering, useful 'project' boxes. Get one before they all go!!

**Gary Pilmoor
Sales Coordinator**

Video Reviews

Two Monday evening gatherings in 1992 stick in my mind, the 19th October and 2nd November [which, incidentally, was my birthday and I had to get a 'leave pass' to attend!]. They were the two occasions when our President, Simon Mead, showed the raw video footage that he had shot while on a four week 'steam safari' of South Africa and Zimbabwe in July and August of that year. Organised by the Association of Railway Enthusiasts [ARE], it was titled 'Twilight of Steam', as steam operation on the railways of those two countries was soon to end.

They stick in my mind for one reason - the excellence of Simon's camera work. There were stunning visual images of large steam locomotives, including a goodly share of Garratts [coloured variously black, blue, green and red], working hard, and shot with great camera steadiness and attention to framing and lighting. I was greatly impressed, as were all those who were able to enjoy Simon's handiwork and we all hankered to be able to see 'the show' again.

Well, almost four years later Simon has found time to edit the vast amount of material that he shot on that safari and he has put it onto four separate video tapes which he has donated to the Branch Library, thus enabling those who saw 'the show' in 1992 to have another look and for those who didn't and those who have joined AMRA since 1992 to savour it for the first time.

Simon had to segregate his original material into three broad categories and there is a separate video for each, which will appeal to those members who might not want to slog through the lot! These are:-

'South African Narrow Gauge' approx. 70 mins. 100V209

'Union Zambesi Limited' approx. 55 mins. 100V210

'South African Miscellany' [sic] approx. 55 mins. 100V211

The titles are fairly self evident with, perhaps, the exception of the second one - this deals with a fourteen day round trip from Johannesburg into Zimbabwe, including visits to the Victoria Falls and the Wankie Game Reserve.

If you don't want to slog through the lot, there's a 'taster' for Simon has produced a 70 minute 'condensed version' of the three; titled 'The 1992 A.R.E. Tour of South Africa and Zimbabwe' [what else could it be called?!] - it's 100V208 in the Branch Library. It has quite a lot of human interest material [the Victoria Falls and the elephants, giraffes, zebras, etc., in the Wankie Game Reserve] which will entertain the non-railway minded members of your family if you borrow the tape to show at home.

But for the railway minded members, prepare yourselves for some of the best video footage shot on non-professional equipment that I have ever seen. They have visual images as good as, and better than some of, those

which are produced on high priced broadcast quality gear and, as I have already stated, Simon has an eye for a good shot. The only disappointing thing about these four videos is the 'voice overs' that Simon has done when introducing each segment of material - the recording level is well below that of the original sound track recorded at the same time as the visual material and, coupled with Simon's rather high pitched voice and occasional even higher inflections, this makes it difficult to hear clearly what he is saying. So, be warned - have the remote control for your TV's volume at the ready when you watch these tapes!

But this is only a minor quibble on my part - Simon is to be congratulated on his video technique, and for his thoughtfulness in making this superb material available for us all to see. I look forward to eventually seeing the equally superb video coverage of his USA rail tour in 1995 similarly available in our Branch Library.

Thoroughly recommended. Please form an orderly queue to borrow these videos.

Alan Porter

Book Review

Branch Lines of Berkshire Colin G. Maggs

Berkshire Books/Alan Sutton Publishing Ltd. pp.145

ISBN 0-7509-0316-3 £12.99

Berkshire Books is the publishing imprint of Berkshire County Council and therefore this book may be taken as a good, accurate record of the branch lines in the County of Berkshire. The County boundary followed in this book is that of Berkshire before the 1974 revision of County boundaries.

Most of the branch lines in Berkshire belonged to the former Great Western Railway. A map is provided at the beginning of the book showing the locations of each of the lines covered.

Each branch line is covered in a separate 'chapter' comprising a number of pages of text giving a potted history of the line followed by several pages of photographs, some going back to the very early days of photography.

Your reviewer brought this book on an impulse as he lived in the western part of Berkshire for many years and is also a modeller of things GWR.

A useful book from an historic viewpoint. Any one contemplating modelling one of the branchlines described will find the photographs invaluable. Despite having a reasonable extensive library of books on GWR matters many of the photographs appearing in this book had not been seen before. Well worth the price for the photographic information alone.

BET

From The Scribe's Quill Meeting No. 165 [MAY]

The major items of business dealt with at this meeting were :-

1. G. Watson has commenced copying the WAGR Photo collection prints for the library

2. S. Mead indicated the Building Permit application was nearly ready to be submitted.

3. No progress to date on the catalogu-

ing of the O scale Tinplate Models

4. Branchline advertising discussed but with no further action taken

5. The Auction was discussed with the final outcome being that we will now hold 4 auctions per year, with evening auctions limited to 120 lots and auctions to 150 lots.

6. Exhibition planning was proceeding

7. Librarian reports we are missing a box of Locomotive Illustrated magazines 91 to 104.

8. S. Mead reported that he has procured a Cafe Bar and will be donating it to the Branch.

Meeting No. 166 [JUNE]

The major items of business dealt with at this meeting were :-

1. S. Mead reported that the application for a Building Permit has now been presented to the Council

2. It was reported that B Keens has moved to a country location and cannot now carry out the cataloguing of the O scale Tinplate Models. A replacement volunteer is now required.

3. It was reported that the Cafe Bar procured and donated by S. Mead has been piped up and wired in and is now operational.

4. Letter has gone to the Federal Secretary re. changes to the Constitution

5. Letter received from Northern Districts Model Engineers inviting the Branch to visit their clubrooms.

6. Letter received from Gus Durham regarding the Exhibition. This latter to be actioned by the new Management Committee.

7. Letter sent to Federal Secretary regarding the use of the abbreviation AMRA by other organisations and its possible effect on our use of that abbreviation

8. G. Arcus tabled the Exhibition report, which was discussed. Gary reported that a considerable number of raffle books had not been returned and there has been a substantial jump in the number of members not wanting books. The continuation of the raffle to be discussed further.

9. A Secret Ballot held to decide the winner of the Clubman of the Year Award.

10. Secretary was requested to approach Federal Committee re. awarding of more than one Meritorious Award this year.

11. Australian Railways SIG to be reviewed in the light of falling attendances.

Barry Bryant
Branch Secretary

RailMODEL Digest No.2.

The third issue of this latest model railway publication is keeping up the high standard set by the previous issues.

The topics covered are:-

Proto 87; the way forward for HO? [this should be read by all modelling to HO standards on 16.5mm gauge track. Ed.]

BR 35T bitumen tanks from Hornby tank wagons

Photographs of NG Cornish, antique French and classic Dutch loco models

Cast plaster building models, a look at the system.

Southwell Central, a BR[E] layout in 3mm scale

Prototype study of MR Johnson '1400' class 2-4-0s, includes drawings, photographs

and prototype information

Modelling 'people' using Milliput.

Modelling MR Signal box variants using the Ratio kit as a base.

Paul Kehoe writes from Australia.

Southern Railway 20 ton mineral wagons, drawings, photographs, running numbers and construction details

A layout designed for operation.

Following on from an article in Issue No. 1 the Mainline 2251 model and its replacement chassis is ballasted and fine tuned.

LlenBarff [or Llanbarf] is a 7mm scale NG layout based on the Welsh scene, modelled in Holland using US inspired techniques.

Wiring for the electrically illiterate - cab control basics, which is followed by ZAP! which describes diodes and transformers and their uses.

Modelling the Irish broad gauge [5"3"]

Using drawings.

Reviews of High Level Models Black Hawthorn 0-4-0ST 4mm scale etched brass kit, POWSIDES pre-painted moulded resin PO wagon body and ModelYard card kit of St. Chad's School

Book Reviews of 'An Illustrated History of Hull and Barnsley Railway Locomotives'; Highland Railway Liveries; Great Northern and East Coast Joint Stock Carriages from 1905.

BET

Special Interest Group News Modelling the European Scene.

Rejoined member Keith Featherstone wishes to join with others to form a Special Interest Group for those interested in modelling the railways of mainland Europe. A suggested name for this Special Interest Group is "The Mainland Europe Modellers".

Keith models mainly French prototype and has even attended TAFE in order to learn to read, write and speak French in order to further his interest in this area. He is also interested in the railways of Germany, Luxembourg, Spain and Italy as they ran stock into France.

So far Keith has located two other members interested in the European scene, one modelling the French SNCF system and the other modelling Danish railways.

If you are interested in becoming involved in a European modellers Special Interest Group, meeting either at the A.M.R.A. Clubrooms or at member's homes, contact Keith Featherstone on 401 1438, or write to him c/o AMRA - WA, PO Box 60, MAYLANDS, 6051.

Proposed Great Western Railway Special Interest Group

Not to be outdone by the followers of the Olive and Malachite Greens and the followers of the Crimson Lake [for the uninitiated, the Southern Railway and London, Midland & Scottish Railway], a follower of the Brunswick Green [again, for the uninitiated, the Great Western Railway] has decided to 'test the depth of water' by suggesting an introductory 'Get Together' meeting of persons interested in forming a Special Interest Group to meet regularly to discuss the modelling of the Great Western Railway.

This meeting is planned for 2000 Tuesday 3 September at the Clubrooms. It is hoped that the conveners of the other SIGs will be able to come along and advise on how their groups are structured. So, all you worshippers of 'God's Wonderful', be there!!

Australian Railways Special Interest Group

On the other hand, the 22 July meeting of this SIG was very poorly attended and one of the SIG conveners suggested that if there is so little interest in modelling the standard and broad gauge railways of Australia there is no point in continuing to hold the regular monthly meetings of this SIG.

The 26 August meeting of this SIG will examine its future. If the opinion of the convener is confirmed, that will probably be the last meeting of the Australian Railways SIG. So, CARM ON AUSSIE, CARM ON!!! Be there, support this SIG and don't let the followers of those 'other' railways show you up.

Damage To Branch Property

Recently I borrowed a box of magazines from the Library and found that one of our members had deliberately defaced one of the magazines in the box.

One of the pages had a sticky tag placed on the top of the page to mark the page in question, the page was a new products page. The member had then rung around to get a price on the model that had been reviewed on the tagged page and then had the audacity to write the retailer's name and the price of the model on the page in ink. I have checked the library card for the members who have taken the magazine out and none of those members handwriting matches the handwriting in the book so it appears that this single issue may have been borrowed by itself. Now if the magazine had been a member's property, which had then been donated to the Branch, there would be no complaints. What members do to their own property is their business and we are grateful for any donations we receive, whatever their condition. However, this was not a donated item. The magazine in question is one of those purchased by the Branch for the library. In this day and age of photocopyers, there is no excuse for members to treat Branch property like that. However it seems that this is the way some members operate. They treat their own property with respect, but Branch property is just that, Branch property, so why worry about what we do with it or how we treat it.

Branch property is the property of every member of this Branch and should be treated the same or better than your own property. We have seen over the months that members treat Branch stock terribly. The N scale locomotives and rolling stock are a point in question. Every time we open the Pandora's stock box [or so it seems] under the layout we find broken or damaged locomotives and wagons. Members use the stock and whether advertently or inadvertently the stock gets damaged, they never let anyone know. They just put the damaged stock back and hope nobody will find out they were the culprits. Please, if an item of rolling stock gets damaged, then let the gaffer, the Layouts Coordinator or the Duty Officer know, so that the item can be repaired.

Why, I say to myself, do we bother to purchase these items when they are treated so badly. One reason is to provide stock for use on the layouts by the members. Most members now have stock of their own maybe we should be saying that the Branch stock is for exhibition use only and to put a ban on its use during normal Branch meetings. Maybe in that way when we open the box the models inside will be in the same condition as they were when we put them away.

The moral of this article is that members must treat the Branch property better than they have in the past. If however they can't, then they should not use it. If deliberate damage is being caused to Branch stock, it should be brought to the attention of the Management Committee, who I feel sure will take the appropriate action.

**Simon Mead
President**

Membership Matters

Phew, what a busy two months this has been!! It started off with the Exhibition, although we did not get as many new members during the Exhibition as I had hoped. However I think that the high standard set by the Exhibition has had a flow on effect and we have picked up a considerable number of new members since then. To start with however I would like to welcome back into our ranks two former members Eric Englund and Keith Featherstone. Eric originally joined in 1983, but has been missing for a while. We welcome Eric back, along with his sons Jonathan and David. Keith left some fifteen years ago but maintained his interest in the hobby and has been seen at many of our Exhibitions. Keith's interest is in French Railways [SNCF]. Good to see you back Keith. [see separate article on possible formation of a Special Interest Group for modellers of European railways. Ed.]

Now for the new members :-

Bill BOWER	Meekatharra	OO
Joe D'VIDIO	North Perth	OO / HO
Keith FEATHERSTONE	Mullaloo	HO
Christopher HARPER	Gooseberry Hill	HO
Allan HOWE	Midland	Sn3½
Robin LUMLEY	Cottesloe	OO
Rhys MOTTRAM	Kardinya	HO/OO
Edward NIND	Innaloo TT /	HO/OO
Howard OSBORNE	Wembley	4mm
David POLGLAZE	Bayswater	Sn3½
Elizabeth POLGLAZE	Bayswater	Sn3½
John REYBURN	South Yunderup	HO/OO
Robyn REYBURN	South Yunderup	HO/OO
James REYBURN	South Yunderup	HO/OO
Brian ROBBIE	Queen's Park	N
Ian ROBERTS	Mt Hawthorn	HO
Ashley SOMERFIELD	Maddington	HO
F. J. TYRER	West Perth	OO/HO/N
Paul VAN-NOORT	Balcatta	OO/HO

On behalf of the members of the Branch, I would like to welcome you all and for those of you who have not as yet paid a visit to our clubrooms, please do so. We welcome the opportunity to meet you and extend to you the hospitality and friendship that this Branch is famous for.

It was a pleasure to see so many of our new members attend the New Members'

Evening. I hope you all enjoyed yourselves, and got something out of the evening.

Talking about hospitality and friendship it was good to see David Polglaze stand up at the AGM and express his thanks and gratitude to the members for that hospitality. It is a credit to you, the members that we have this reputation. Keep it up lads..... and lassies as well.

**Barry Bryant
Branch Registrar**

What's Happening With

Crownline Models?

This company is one of the larger British 'cottage industries' associated with the railway modelling hobby. Owned by Dave and Sheila King, it has a quite remarkable range of over 850 locomotive detailing bits, 27 tender kits, about 25 locomotive kits, 6 loco chassis kits and over 80 loco conversion and detailing kits. This lot makes quite a showing when Dave brings his display along to an exhibition or convention - it is mind boggling, as I found out at Scaleforum and the Blackburn exhibition last year.

For over a year now, Dave King has been telling all and sundry that he would be retiring from the business at the end of August 1996. One factor in his decision was apparently the illness of his wife Sheila, who ran the mail order side of the business. This was the clear message from him when I met him at the two exhibitions last year - in fact I bought four conversion kits at Blackburn. Earlier this year I decided that I should get another two conversion kits and a chassis kit before the business closed for good. Dave made it clear he wasn't intending to sell Crownline Models; he would just be walking away from it!

To cut a very long story short, I sent off my order on 12 April, sent a reminder on 15 May [in case the first letter had gone astray] and another on 20 June. I envisaged that Dave and Sheila would probably be snowed under with 'last orders' like mine and I could therefore understand any slowness in filling the order but couldn't understand the complete silence on where my order stood.

With the deadline less than five weeks away I phoned Crownline, and found that my order was not being filled for the moment as they had run out of the chassis kit that I had ordered. When I pointed out that I would have been interested in purchasing a couple more of the chassis kits if the first one was satisfactory, Sheila said that would pose no problems as Crownline Models would probably continue to trade after the end of August but that she and Dave would not be involved.

So, it seems from this 'wink and a nod' that a buyer for the business has been found and that a most excellent range of parts and kits will continue to be available to the railway modeller.

Alan Porter

Around The Layouts

[At the recent AGM Dennis Ling was elected as Vice President. He has also taken on the Layout Coordinators portfolio among a couple of other things. Ed.]

Haltwhistle

After performing so well at the Exhibition, thanks to the efforts of many helpers under Norm's leadership, Haltwhistle is now quietly resting and doing a great job as the 'club layout'.

We will shortly have to seriously consider Haltwhistle's future but for now and until the building extension is fully completed and operational it's 'business as usual'.

Ebford Regis

With next year's Exhibition racing towards us work has begun on up-grading various aspects of this layout, mainly scenic; we are also trying to have the Broad Gauge layout working and maybe even a tram or two running along Railway Terrace.

[notes provided by Barry Bryant]

On Friday 19th July the West-N-Trak boys met for their normal 'Topics Night'. Unfortunately Geoff Bell was away in the country and could not let us into the secrets of the new N scale module proposals. However this gave us an opportunity to hold a post mortem on the layout's performance at the recent Exhibition and to plan for the future.

First and foremost, what of the immediate future? In 1995 it was originally intended that the layout was to be exhibited in 1997 - however, due to circumstances, we became involved with the 1996 Exhibition. This has meant that the O scale boys are now planning to put Ebford Regis in for 1997, but it was felt that we may still be required to exhibit, to fill up the space, so we should plan for that event.

It was therefore felt that we should not embark on any major new project work with a 1997 deadline in mind but should concentrate on getting the current modules fully operational. So be warned, all you N scale train players - over the next 12 months we will be doing a considerable amount of work on the existing layout modules and because of that work the layout may be out of operation for periods of time. We will try to make up a work schedule and warn members beforehand, but this may not be possible. We may start a project on the Friday night, only to find we run out of time and cannot finish it till the following Friday. In the event of this occurring the layout will not be operational on the Saturday. I extend my apologies to members beforehand for any inconvenience that this may cause but it cannot be helped. The work must be done. Major works to be done are :-

1. To get the turntable and the crossover bridge track working and fully operational.
2. Get the set up track points installed and control panel indicator lights operational.
3. To get the yard area fully operational
4. To investigate the installation of some signalling, particularly on the yard modules
5. Install trackwork on the spare module to allow us to move trains from one track to another.
6. To complete the scenery on the new modules and refurbish the scenery on the older modules.
7. To look at making up a central control stand to allow us to move around the operating area more efficiently. Currently the controllers are connected to the front modules and the cables are not long enough to reach

all parts of the layout.

8. To investigate ways of modifying the legs so they do not have to be removed and also look at the possible reduction in the number of legs.

9. To look at a system of locating pins so that module sets, such as the set up modules, can be located together accurately. If this is successful we will also embark on modifying the trackwork so that the track comes right to the end of the module and we do not have to fit the joining pieces.

It's a lot of work to be done over the next twelve months and I might request a return to the N scale night every Friday. I know that a number of members wanted to retain the meeting every Friday, but I have resisted it and gone back to the 1st and 3rd Fridays, but maybe we will need to think about every Friday. Anyway that is for me and the Management Committee to decide and I will let the members know in due course, but whichever way it goes, there is a lot of work to do, so I am looking to the N scale boys and girls to show they are willing and come along with their tool boxes in hand and get stuck in. Many hands make light work, so they say.

That covers the short term. What of the long term? I have put a proposal to the members and I will be making some further enquiries and try to get some more data. There have been some complaints over the years that the trackwork on the modules is boring because it is mostly straight, and that 3 tracks is not prototypical. Well 3 tracks is prototypical, and I propose that we look at trying to recreate a prototypical area. The proposal is to build an additional 2 corner and 6 straight modules to then allow us to make the layout into an 'L' shape. The new modules would have a track plan that has very few straights, and in fact models a river valley. The track I have proposed to model is the Harrisburg Division of the ex Pennsylvania Railroad, from Galitzen [just above Horseshoe curve] to Johnstown. This track was originally built as the PRR 4 track main line originally referred to as 'The Broadway', but with track rationalisation by Conrail it has reverted to 3 track. It features 3 tracks located between the rugged slopes of the Allegheny Mountains and the Conemaugh River. An ideal area to model. This project will mean that we will be trying to model an actual location, which will not only mean that the construction and modelling will be more interesting but it, together with the unusual shape, will greatly enhance the exhibition appeal of the layout. An advantage of this type of construction plan is that there are no points required for the main line, only the 3 tracks winding along the river valley.

However, as I say it still needs a considerable amount of investigation work and as I asked those who were present, it is only a suggestion. If anyone can think of another area that meets the criteria of 3 tracks in a scenic location, then please let me know. Anyway enough of the talk, let's get down to business.

Finally, there was a discussion about the running format, next time out. As you know this year we had three days of American outline running, but there are a growing number of Australian Outline N Scalers who want to run their trains. It is too difficult to swap pro-

totypes midway through a day, so it was decided that provided there is enough Australian outline stock available then we should aim to run one day of Australian Outline, then the remaining two days American. It all depends, however, on whether there is enough Australian stock to fill the layout. With this in mind we will be scheduling some more scratchbuilding topic nights, where we will build container flats and containers, both for the club stock and for members' stock. It is however up to those modellers who are running Australian outline to try to build up their stock so they can participate. I reiterate that it is our policy that at exhibitions we will be prototypical and we will not run stock from different countries at the same time.

Dennis Ling
Layout Coordinator

An N-Gauging Report

There is a lot of news on the locomotive front with a number of announcements coming out.

Lets start with Kato. Not taking into account the Mikado, which is due out shortly in its second run, they have announced that they are doing a second run of the SD45. These are due out in August, so should be available shortly thereafter. We have received word from Rail-N-Thusiast that they are taking orders, with roads available Erie Lackawanna, UP, SP, C&NW, Canadian Pacific, GN and Reading. Gavin from Perth Hobby Centre has also advised us of the pending release. However it appears that the Australian agent is once again using his own judgement as to what will, and will not, sell and is only supplying the SD45 in UP, SP and GN, so if you're an EL, CP, C&NW or RDG fan you will have to get it from over East. No price has been given at this stage, but I would imagine they would be similar in price to the previous release. I really think that it's about time the local retailers complained to Kato in the US. It's not the fault of the local retailers that the modellers in this State cannot get what they want, but it's the local retailers who will probably end up getting the flack. If it's Kato you want then as far as the Australian Agent is concerned you get what he thinks you want, [or more likely what he thinks he can get rid of easily]. Anyway, I shall have to stop taking these grumpy pills and stop whingeing, so let's move on.

Spectrum next. At long last it appears that the long awaited arrival of the GE Dash 8 Wide Cabs has happened. Gavin informed me that they were on their way, so hopefully by the time you read this they should have arrived. They will initially be available in Undecorated, Conrail [2 road numbers], CSX [2 road numbers], UP [2 road numbers] and Santa Fe [2 road numbers]. Gavin was saying that he was a bit hesitant to order the undecorated model. It will form an ideal base for one of the new Hamersley Iron Dash 9 models, but we are still waiting on decals. Once we get the decals then I think there will be a few members interested in buying the undecorated models.

Atlas next. I have read in the 'N scale Magazine' that Atlas were taking pre release orders for a release of a GP9 model. However on checking up, it appears that nobody has

heard anything about it, so we shall have to keep our eyes open on that front. What they may be doing is trying to use the new GP7 chassis and adapt the old GP9 body to it, or as they did with the Alco RS3, just re-release the old model. Take care if it does come out. If it is a re release of the old model, they were not fitted with flywheels and the gearing is slightly different to the new GP7, so they cannot be matched for speed. The chassis does not have as much weight in it as the newer model, so they also do not pull as well and have a tendency to spin the wheels.

Finally let's look at Life Like. Their models are appearing in our hobby shops in ever increasing numbers. Their E8 and SD7 models have proved very popular, and although we still have a number of E8's available, you would be very lucky to pick up an SD7. The SD7, as I stated, proved to be an extremely popular model and we heard from Gavin in mid-July that the latest release for road names UP, NP & D&RGW had arrived. I would imagine by the time this goes to print they would have all been sold. These are excellent models and well worth the price we are paying. It appears with Life Like that they are being manufactured in the Far East [as of course is Atlas] and instead of the models going to the US, then from the US back to here, our distributor is getting them direct from the Far East. Thus we have the anomaly that in the US an Atlas GP7 costs \$US 49.00, whilst the Life Like SD7 has been advertised at \$US50.00. Here the GP7 varies from \$A116.00 to \$A149.00, whilst the SD7 could be picked up from \$A35.00. Maybe the Atlas agent needs to look at trying to do the same thing. I am sure they would sell a lot more models if they were able to bring the price down. In real life EMD built only 188 units of their SD7's. I'm pretty sure Gavin would have sold nearly as many of that model as well. What of the future? It was expected that, as with previous Life Like models, the next N scale release would be a follow on from their latest HO release. The latest HO model has been the EMD SW9 yard switcher. However it appears that shrinking the SW9 to N scale may be a longer term project than has been required for previous models, so they have slightly changed their policy and we have just got word that the next N scale release will be an EMD E7 in both A and B units [all powered] and with many roads coming out with both the A and B's. For those thinking of buying one of the E7s I have put together a separate article briefly describing the EMD E-Units. Anyway, let's talk about the proposed releases. The first is due for December 96 [just in time for Christmas], and will feature models in B&M [2 A units], B&O [2 A units], C&NW [1 A + 1 B unit], GN [2 A units], C&O [2 A units], NYC [4 A units], RI [2 A + 2 B units], UP [2 A + 2 B Units], Undecorated [A + B units]. The second release is scheduled for April 97, and will feature models in L&N [2 A units], CB&Q [1 A + 1 B unit], FEC [4 A units], IC [4 A units], MILWAUKEE ROAD [2 A units], PRR [2 A + 2 B units], SP [2 A + 1 B + 1 C units] [does any one know what a 'C unit' is? Please let me know as I've been unable to find any reference to them other than that SP had them!!], SK [2 A units]. My only query with that list is what road is SK? I have

looked in all my books and I cannot find any reference to a railroad with the designation SK. If anyone knows what the road is, I would be most interested to know [let me know also and I will publish for everyone's information and edification. Ed.], however, I suspect it may be SF for Santa Fe, although Santa Fe more normally has the designation ATSF. Anyway as you can see the list is quite extensive and with the number of E8's that local modellers have purchased already there may be a reluctance by our retailers to stock the E7's, so I would recommend anyone interested in a particular road to contact your favourite retailer and place your orders now.

Barry Bryant
N Scale Coordinator

Un Vue De La Bibliothèque

[My long time friend Nonny Mouse has been conspicuous by his absence recently. He's just surfaced from a period of hibernation behind a Library shelf. Branchline Ed.]

Ah, Ah! Remember your school-days and lessons in French? If you can, you will be able to work out that the title of this piece is "A View of the Library" and I have written it just in case our Editor does not receive an 'official' contribution from the newly appointed Library Coordinator.

First, as no-one has responded to the request by Gary Arcus in the last issue of 'The Branchline' to return the fourteen missing issues of 'Locomotives Illustrated', I can only assume that whoever has them has extremely catholic tastes, for they cover a wide variety of locomotives, viz:

- Issue No.91 The 'Princess Coronation' Pacifics
- Issue No.92 GWR and LNER Group 2-4-0s
- Issue No.93 North Eastern Atlantics and Pacifics
- Issue No.94 The Caledonian Dunalastair and Pickersgill 4-4-0s
- Issue No.95 The Brighton 4-4-0s
- Issue No.96 Reid North British 4-4-0s
- Issue No.97 The L&NWR Inside-cylinder 4-6-0s
- Issue No.98 The LNER 4-6-2 Tank Locomotives, including the H1 4-4-4Ts
- Issue No.99 'Merchant Navy' Pacifics
- Issue No.100 The Classic British Two-cylinder 4-6-0
- Issue No.101 London, Tilbury and South-end Railway Locomotives
- Issue No.102 Gresley LNER Class 'J38' and 'J39' 0-6-0s
- Issue No.103 The LMS 'Royal Scot' 4-6-0s
- Issue No.104 GWR 2-4-0, 2-4-2 and 0-6-0 Side Tank Locomotives

Apart from wanting to possess Issue No.104, our 'unofficial owner' of these fourteen issues of 'Locomotives Illustrated' seems to have impeccable taste. [He'll keep - I've set the mouse trap. Ed.]

BUT OTHER MEMBERS OF OUR BRANCH WOULD LIKE TO CONSULT THESE MAGAZINES FROM TIME TO TIME, SO HOW ABOUT RETURNING THEM NOW - IF YOU DON'T, I'LL RIP YOUR ARMS OFF!! AND DON'T FORGET TO BRING BACK THE BOX THAT THEY WERE IN!!!!!!

Elsewhere in this issue, you will find Alan Porter's review of the four video tapes that Simon Mead has donated to the Library. These are numbered 100V208 through to 100V211. A video tape titled 'Styrene' [100V207] has been added to the library's stock - if you are thinking of doing a bit of scratch-building using high impact polystyrene [HIPS] sheet, this video is 'compulsory viewing'. Get it and do it right!!

Donations to the Library continue to come from members - John Mills still gets 'Railway Magazine' and 'Railway World' onto our magazine reading racks months before they appear at my local newsagent and he has recently donated a nicely framed small print of LNER 'K4' Class 2-6-0 'The Great Marquess' on a train on the Road to the Isles. Roger Stanton and Alan Porter have donated a modelling book '1001 Model Railway Questions and Answers' which they received recently as a 'freebie' from the Railway Book Club. Roger doesn't want it and Alan had one already. [Although theoretically a free book, it cost them a fair bit in air-mail postage from the U.K., where Roger's brother acted on their behalf in purchasing from the RBC!]. It literally encompasses every question you could possibly think of in relation to the model railway hobby and should become a much used book of reference. It is numbered A115 if you want to refer to it.

Sid Thomas of Busselton is returning to live in the U.K. and has donated three copies of the 'Great Western Railway Magazine' from the 1930s. Written in the rather 'dry' style of that era, they are a mine of information on the activities of 'the Company' [and a source of some ammunition for M4 also!] [M4 is the pen name of one of this issue's correspondents - he normally worships red/black engines. Ed.]

With the issue of a Building Permit by the City of Bayswater, there's 'light at the end of the tunnel' for improving conditions in the Library. For, one of the by-products of the Clubrooms Extension Project will be the relocation of the Storeroom, cutting of a doorway between the present Library and the former Storeroom and, consequently, more space for book and magazine storage and more space for reading and browsing. Until then, remember that the Library table is NOT a discussion area - there are plenty of tables and chairs in the main meeting room for this purpose.

And, finally, hints on how to stack the magazines in the 'Current Issue' racks: - overlap them from left to right, so that the one furthest to the right has its cover fully displayed and the others partially exposed place the thickest magazines, e.g., 'Model Railroader' and 'Railway Modeller' at the right hand end

place any A5 size magazines e.g., 'The Westlander' in front of one of the thick magazines at the right hand end of the rack

A small point perhaps, but one which makes it easier to see what is contained in the 'Current Issue' magazine racks.

A. Nonny Mouse
from an empty magazine box

From a Mild Mannered Midland Man

The Great Western Railway - or as they claim at times, 'God's Wonderful Railway' - has been known to adopt 'holier than thou' attitudes and none better than those that I found recently in some old copies of the 'Great Western Railway Magazine', a monthly newsletter aimed at all of its servants.

Take, for example, the following items in the April 1932 issue. . . .

CONSCIENCE MONEY. The following letter was received by the General Manager at Paddington on March 16.

"Wishing to lead a more honest life, I have enclosed £3, which covers the amount of stuff I have taken from the railway since I started. I am very sorry for having done so. Please forgive me." A Catholic Employee.

SAFE TRANSIT. Over a period of twelve months, the Great Western Railway Company have conveyed a million eggs by express freight train between Truro and Paddington, a distance of 279 miles. Of this number, less than 120 were broken or cracked in transit.

And if these sanctimonious writings were not enough, how about these two from the March 1938 issue?

A GOOD HALF-CROWN'S WORTH. On January 28, a case containing wireless apparatus was collected from the Bush Radio Co.'s factory at Chiswick by one of the Company's Acton vans. This consignment was for transport to Tottenham under the 'Blue Arrow' and was routed via Paddington and St. Pancras to South Tottenham [LM&SR]. A few hours later the sender rang up to express his thanks - the case had been delivered two hours and forty minutes after collection. He said the 2s 6d fee had been well spent.

ALL IN A QUARTER OF AN HOUR. Here is a timetable of an unusual kind which does considerable credit to all concerned: -
8.10pm Anxious parents 'phoned Plymouth station. Their small son had been put on a train at Saltash for Boxmoor & Hemel Hempstead [LM&SR]. He had promised to wire on arrival. No wire had been received. Could the Company do anything?

8.13pm 'Phone Plymouth to Paddington [Superintendent of the Line's office]. Was it possible to trace if ticket No.165 had been given up at Boxmoor & Hemel Hempstead?
8.15pm Paddington to Euston [LM&SR]
8.20pm Euston to Paddington. Had 'phoned Boxmoor & Hemel Hempstead. Ticket collected 6.20pm., denoting safe arrival
8.23pm Paddington to Plymouth
8.25pm Plymouth to anxious parents - small son safe!

It's enough to make me puke - don't they realise that the LM&SR [illustrious successor to the Midland] had a part in both these success stories and that it wasn't all due to the Great Western Railway?

**4M - a one-eyed adherent of the
Long Meandering Siding**

AMRA New Members

NSW

HO	OM FARROW V	34 Battye Ave Beverley Park	2217	5530269
	OM STONE D.J.M	23 Abbott Rd Heathcote	2233	5205281
	FM STONE Mrs F			
N	OM POULOS P	11 Girroma St. Carss Park	2221	018647393
HO/OO	OM FORD N.	16/121 Tompson Rd Panania	2213	7733999
HO	OM MATHIESON J.	14 Dudley St Mt Druitt	2770	6770537
HO	OM SORENSEN S.N	143 Kiora Rd Miranda	2228	5254996
	FM SORENSEN Mrs P.			

W.A

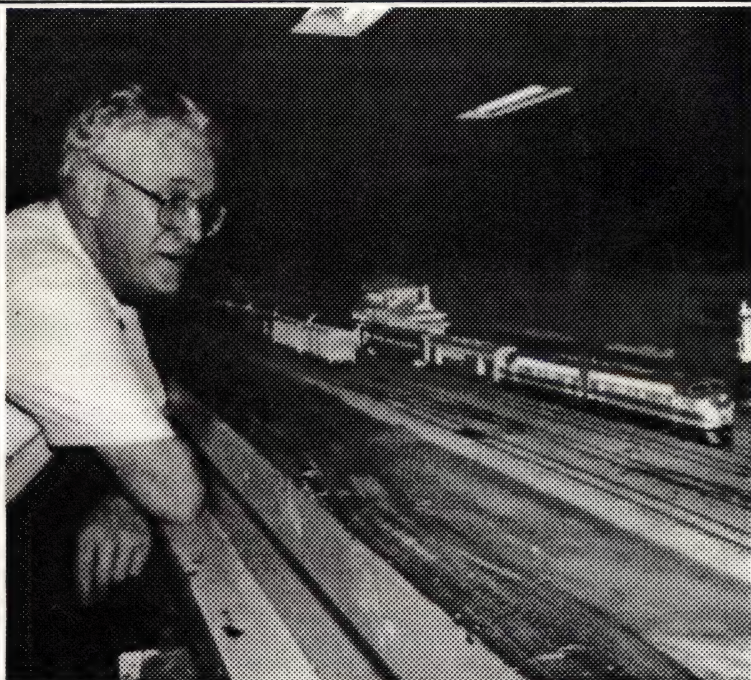
N/OO	OM ALLCORN R.G	6 Merino Crt Thornlie	6108	3565462
	FM ALLCORN Daniel			
HO/OO	FM DEVANEY J.V	27 Wynyard Way Thornlie	6108	4593663
O	OM WILSON J.	161 Brewer Rd Forresfield	6058	4547857
HO	SM ZAPPALA R.	6 Phillip St. Maddington	6109	4932583
HO/OO	OM D'OVIDIO J.	464 Charles St North Perth	6006	4447579
HO Eur OM	FEATHERSTONE K.	44 Koorana Rd Mullaloo	6027	4011438
OO	OM LUMLEY R StJ.	144 Broome St Cottesloe	6011	3850756
HO/OO	SM MOTTRAM R.	6 Atwell Crt Kardinya	6163	3379714
HO/TT	OM NIND E.P	22 Twyford Place Innaloo	6018	4466950
OO	OM OSBORNE H.R	5/245 Cambridge St Wembley	6014	3877574
HO	OM ROBERTS I.G	PO Box 309 Mt Hawthorn	6016	2461906
HO/OO/N	OM TYRER F.J.	PO Box 581 West Perth	6872	3719669
OO	FM ENGLUND Jonathon	30 Basildon Rd Lesmurdie	6076	2915585
	FM ENGLUND David			
OO	OM BOWERS Bill	G.A.M.I Plutonic Gold Mine PMB 46 Meekatharra	6642	4544328
HO	OM HARPER A.	34 John Farrant Dve Gooseberry Hill	6076	
	FM HARPER C.			
Sn3½	OM HOWE A.	6 Samson Close Midland	6056	2742236
Sn3½	OM POLGLAZE D.F	9 Cabramatta St Bayswater	6053	3771706
	FM POLGLAZE Mrs E			
HO/OO	OM REYBURN J.H	7 Banksia Cres Sth Yunderup	6208	5376696
	FM REYBURN Mrs R			
	FM REYBURN J.			
HO	OM SOMERFIELD A.F	11 Graveney Way Maddington	6109	4933674
HO/OO	OM VAN-NOORT P.M	6 Saxby Crt. Balcatta	6021	3496455

VIC QLD

(Where are you? Managing Editor)

LOST MEMBERS

VIC	OM ATKINSON B.	Was at Caulfield Sth
	SM ATKINSON P.E	
W.A	OM McCANN R.J	Armadale
	OM YOUNG J.	Applecross



Two glimpses of Victorian branch stalwart, Stuart Westerman at last year's "Show and Tell About Your Train on the Layout". At left, complete boredom! It's not LMS! On the right, Stuart comes to life as his son, Blair's colourful American passenger train passes. Photos by John Gardner

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superb painting, travelled to Enfield in May 1963 and never ran again after the fire was dropped. 5711 is currently owned by The Rail Transport Museum at Thirlmere.

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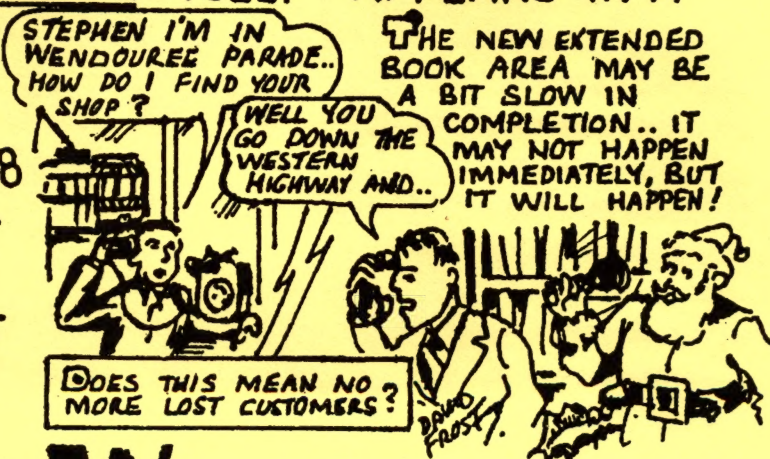
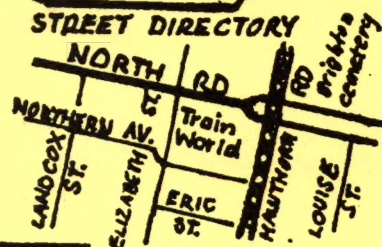
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WE EXPECT IT WILL BE FINISHED BY CHRISTMAS